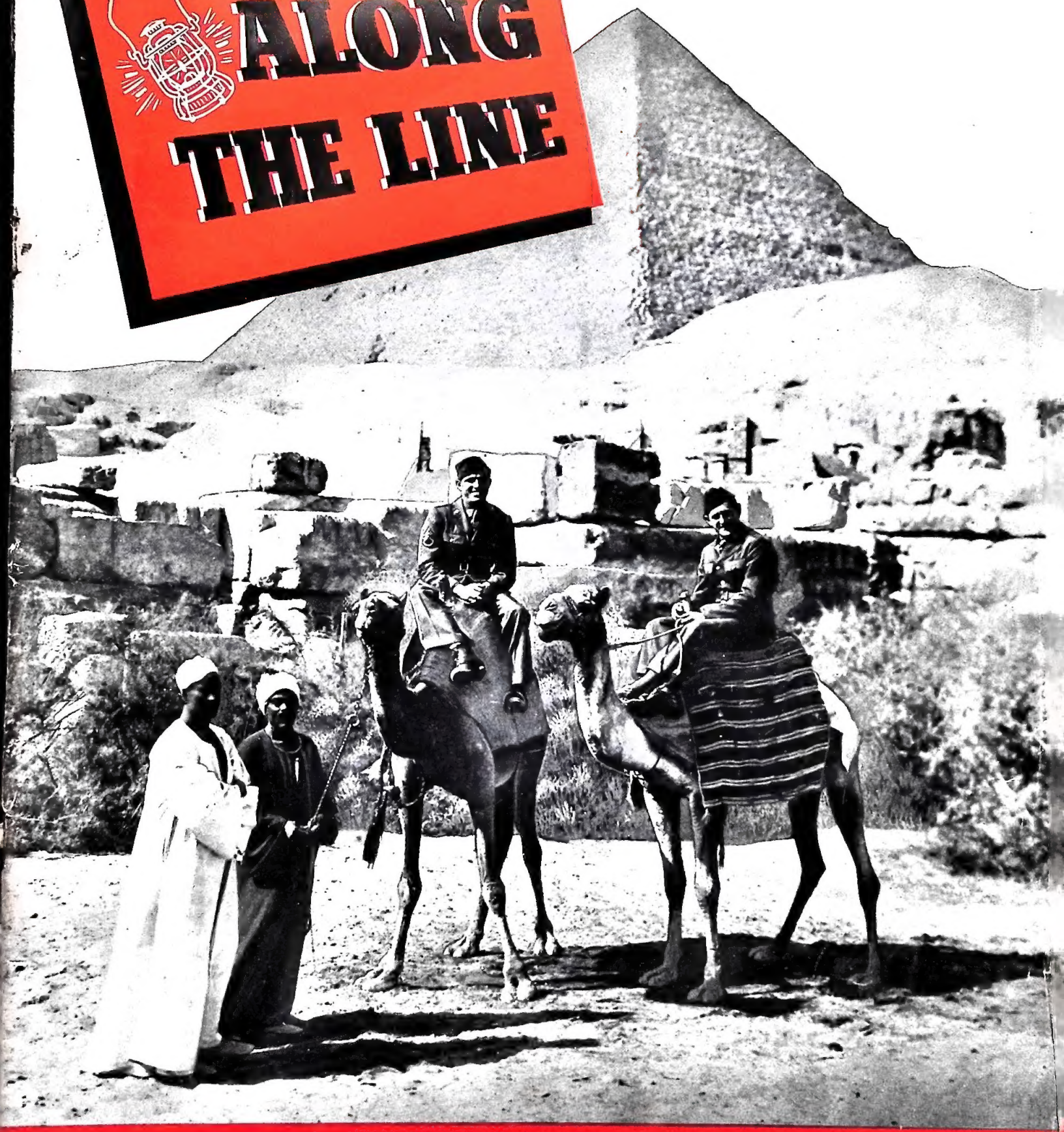
ALONG THE LINE



MAY 1943 • PUBLISHED BY AND FOR THE EMPLOYEES AND FRIENDS OF

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY

HOWARD S. PALMER, JAMES LEE LOOMIS, HENRY B. SAWYER, TRUSTEES

OFFICE OF TRUSTEES

HOWARD S. PALMER
TRUSTEE AND PRESIDENT

NEW HAVEN, CONN.,
May 20, 1943

FELLOW EMPLOYEES in the Armed Forces:

This issue of ALONG THE LINE is dedicated to you, literally scattered all over the world. In North Africa, in South America, in India and Iran, in Iceland and Alaska, in Australia and Hawaii, in training in the United States -- wherever you are, I send you the hearty greetings of all your fellow employees.

We think of you often and anxiously look forward, just as we know all of you do, to the day when your task will be finished and you can come back home to your loved ones and to your jobs which will be waiting.

You may be quite sure of one thing: we are all extremely proud of the wonderful job you boys are doing, proud of your splendid spirit as manifested in the hundreds of letters we have received. You have a tough job to do and you are tackling it in the "New Haven" manner.

There is no branch of the Armed Forces in which New Haven Railroad men are not represented. You are Army, and Navy, and Marines, and Merchant Marine, and Seabees; you are privates, non-coms, seamen, ratings, and commissioned officers; you are infantry and engineers, radiomen and bombardiers, pilots and paratroopers; you man battleships and destroyers, submarines and PT boats. In short, you are America at war.

So I say to you all, wherever you may be: God bless you and bring you back to us safely, and soon!

Sincerely yours,

H S Palmer

Vol. 13 No. 5

ALONG THE LINE

New Haven Railroaders

ALL OVER THE WORLD

WHEN you pick up your morning paper and read about Americans fighting in Tunisia, of the hardships of our soldiers on Guadalcanal, of others accustoming themselves to temperatures of forty below zero at Dutch Harbor, Alaska, or sweltering in the tropical heat of some South Pacific island; when you read of men peering through the eerie blackness of a moonless night at sea, with the ever-imminent danger of torpedoes from skulking U-boats, or of railroading by American soldiers in North Africa, or Iran, or a dozen other places deleted by the censor —you can just bet your bottom dollar that some New Haven Railroaders are right there! For truly we have New Haven Railroad men all over the world—in all branches of Uncle Sam's Armed Forces.

They're infantry, and paratroopers, and seamen, and RAILROADERS! They're airplane pilots, and bombardiers, and radiomen, and meteorologists! They're tank crews, and machine gunners, and anti-aircraft men, and engineers! They're in submarine service, they're manning blimps, and laying mines! They're privates and lieutenants and majors and colonels! They're Marines, and Navy men, and Seabees, and Merchant Marine! Yes, and they're WAAC's and WAVES! And we're proud of every mother's son (and daughter!) of them!

And if there's a state of the Union where we don't have some New

Major
Ernest P. Foley

SILVER STAR MEDAL to Major Ernest P. Foley, United States Marine Corps Reserve, furloughed from the Electrical Engineering Department, New Haven —

CITATION: "For conspicuous gallantry and intrepidity in action against the enemy on Guadalcanal, British Solomon Islands, during the night of October 23, 1942. Major Foley, operations officer of a Marine Battalion, rendered outstanding service and contributed notably to the defeat of the enemy by courageous, intelligent and efficient coordination of the supporting artillery fire. Although the command post and the batteries were repeatedly under enemy artillery fire, he continued coolly to direct the fire of his own and other batteries, giving the engaged infantry decisive and effective fire and inflicting severe losses on the enemy. His action was in keeping with the highest traditions of the United States Naval Service."

Haven Railroaders in training, it's because they've just moved out for overseas. From Connecticut to California; from North Dakota to New Mexico; from Arizona to Michigan; from Maine to Florida;—New Haven Railroaders are doing us proud! And happy enough to say, they're proud of US, too, to judge by the hundreds of letters pouring in from all points of the compass.

"I'm proud to see by ALONG THE LINE how the good old New Haven Railroad is 'keeping them rolling,' " is the common comment from so many of the boys.

And we reply, with one accord, all 27,000 of us left behind, that *we're* a whole lot prouder of YOU, and the simply swell job you are doing all over the world!

There's that 1400-mile Transiranian railway, for instance, described so graphically in recent dispatches by Associated Press correspondents George Tucker and Clyde Farnsworth, which is part of the supply line by which American lend-lease goods are reaching Russia through the Persian Corridor, and which our own Bob Dawson, Hartford Division Signalman, right there on the job, calls "the eighth wonder of the world." We have it on the authority of New Haven Division Trainman John P. Schaefer, that "there are quite a number of New Haven Railroad trainmen here (Iran, or old Persia)" working as members of a railway battalion on that very railroad which Clyde Farnsworth said "has grades too steep, turns too sharp for efficient heavy hauling, and rails and roadbed considerably weaker than those in America."

No wonder Bob Dawson wrote from Iran: "We are quite busy doing our part by some good tough railroading so this job will be finished and we can return to the good old U.S.A. and I to the New Haven . . . Never a dull moment here and a good many of us will have some seemingly tall tales to remind us of this railroad."

And then there's another Bob—Bob Garvey, Providence Division Carpenter. He's up in Dutch Harbor, Alaska, and beyond. And if ever you feel like grousing when you find there's no hot water for your morning shave, listen to what Bob Garvey did with just one helmet full of water: "I was able to brush my teeth, wash both body and hair, and then wash out a pair of socks in the same helmet full of water. It doesn't sound very sanitary but one has to make out the best he can with what is available." No wonder he thinks the new style helmet "the greatest piece of equipment for all purposes!"

Skipping now to Egypt, Sgt. John E. Chandley, who is pictured on the cover so blithely mounted atop a camel, with the pyramids in the background, betrays a slight tinge of nostalgia when he writes: "I have had one train ride since I arrived over here. The trains are all air conditioned (no windows) but you have the privacy of a compartment which you share with about seven or eight others, from Wogs to women (the Wogs are the natives)." John is a Yard Clerk at Worcester. "I heard you had a very fine year for railroading," he twits us, "especially this past winter. I imagine they had lots of fun putting in new drawbars and knuckles during the cold weather and the usual trouble of engines freezing!" In contrast, he remarks, "Over here it is very warm and it has been that way all winter. Now our summer is coming and it will be as hot as the inside of a boiler! Even now (March 15) we are wearing our summer uniforms and never have to wear a jacket."

Edwin J. Gilmore, Providence Division Brakeman, was railroading in England the beginning of April. "I am doing the same kind of work I was doing when I was with the New Haven, but I must say that it is quite different," he says.

And if, sometimes, you get thinking that railroading at home in war times is just too, too tough, why read this from a letter from R. B. Johnson, Clerk in the E.T.&C. Department, who had just received our Christmas package in February in far-off New Guinea: "Its belated arrival in no way dampened the spirit of enthusiasm attendant upon its reception on this large and lonesome island which nestles among the pawns in this great game of war. We who came here no longer wish to remain here! Many are the silent moments of reminiscing with the familiar faces and places gracing that which we know as home! We yearn to return to all of that and, God willing, we shall!"

Tunisia? Well, there's Roger F. Leahy, Boston Division Laborer, who got his box in February, too. "We are doing a good job of it here," he wrote, "as you perhaps

(Continued on Page 5)

New Haven Soldiers

are serving their country in 48 States and —

North Africa	Iceland
Hawaii	Newfoundland
Pearl Harbor	Samoa
Australia	Iran
India	Egypt
Great Britain	New Guinea
Ireland	South America

Home of Our Boys all over the World

Frank L. Hughes

Pvt. Henry Kalisgewski

Sgt. Carl A. Sylvester (right)

← First Lt. Edward S. Hansis

Captain Robert W. J. Hooper

First Lt. and Mrs. Frederick A. Kroll

Major Philip B. Tarbell

Bill Spargo and Edward Jones

When the Boys come Home on Leave →

1. Frank L. Hughes, a Machinist's Helper at Readville, is now an assistant aerial engineer on a Flying Fortress at Roosevelt Field, pretty close to home

2. Pvt. Henry Kalisgewski is on desert maneuvers in California. He is a furloughed Machinist's Helper at Cedar Hill Engine House

3. Sgt. Carl A. Sylvester (right) and one of his buddies give the iron face a last minute "lift". A furloughed Machinist Helper from Cedar Hill, he is now a member of Fort Sam Houston's 719th Railway Operating Battalion

4. First Lt. Edward S. Hansis, son of Passenger Conductor George Hansis of the Midland Division, makes friends of a cute kangaroo in Australia

5. Captain Robert W. J. Hooper, who was supervisor of auxiliary equipment at New Haven, dropped in to see his friends on his recent leave. He is now with the 729th Railway Operating Battalion

6. This is First Lieut. and Mrs. Frederick A. Kroll. Lt. Kroll is Assistant Maintainer, Hartford Division, Maintenance of Way

7. When Major Philip B. Tarbell, Yard Conductor, New Haven, came home on leave after a jeep accident on Guadalcanal, members of the Backbone Club made him feel right at home

8. Bill Spargo and Edward Jones, both Bullard Building Clerks, New Haven, snapped on an island in the Southwest Pacific, where they were in a combat zone. Both are now back in the United States. Spargo has been promoted to Sergeant, and Jones is at Officers' Training School

FOR VICTORY BUY WAR BONDS AND STAMPS

4,253
New Haven Railroad Men in the Armed Forces

These twin Honor Rolls were erected by the men at Readville Shops.

Superintendent of Shops John O'Meara looks proudly at the Van Nest Shops Honor Roll.

The girls' Red Cross unit sponsored this plaque in the General Office Building at New Haven.

Southampton St. Engine House honors its soldiers, sailors and marines.

The Honor Roster of men from Cedar Hill Engine House serving for "God and My Country."

Railroaders . .

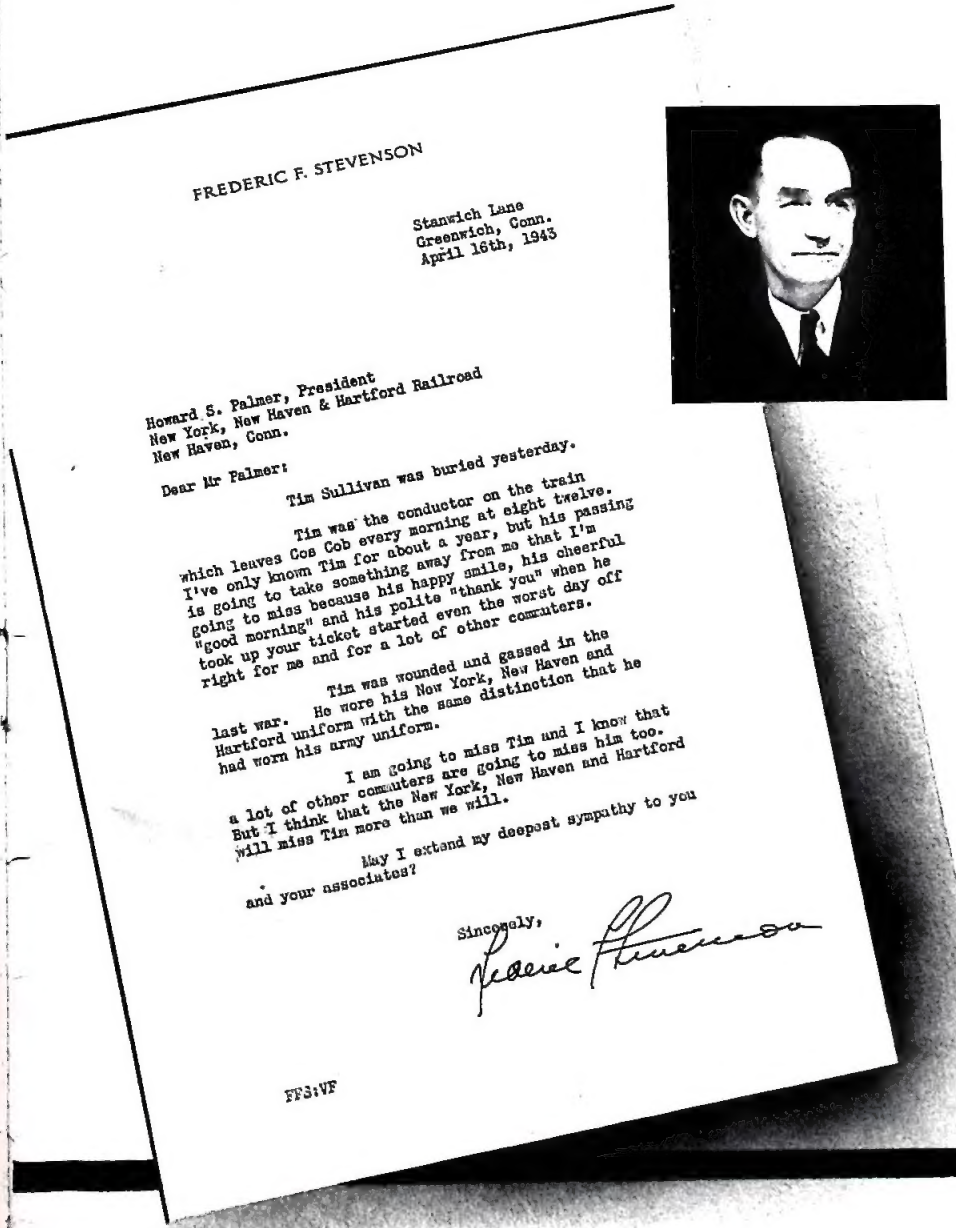
(Continued from Page 2)

already know by the papers. (Amen!—say we!) I only hope we can keep up the good work so this war will be over soon, as I only want to take one more trip on the water, and that is the one that will take me back to the good old U.S.A., as I have found out there is no place like home."

American locomotive whistles scared the living daylights out of the Arabs, and some of the French, too, Passenger Trainman H. J. Moffitt wrote from North Africa March 19. "I don't think any of the Arabs have gone near the tracks since the first one went by . . . But they are really needed and much appreciated by the boys from the good old U.S.A. that are running them, after using these teapots that were here when we came! I see in the magazine that you fellows are really on the ball back home and that is what we, over here, like. Seems to make things a little easier."

ON THE COVER

Perched atop the camel on the right, with the Pyramids as background, is Sgt. John E. Chandley, Yard Clerk at Worcester, typical of the way in which New Haven Railroaders to-day are scattered all over the world. His buddy is identified only as Robert West. We are indebted to John's fiancee, Helen M. O'Neill, of Worcester, for the picture.



FREDERIC F. STEVENSON

Stanwich Lane
Greenwich, Conn.
April 16th, 1943

Howard S. Palmer, President
New York, New Haven & Hartford Railroad
New Haven, Conn.

Dear Mr Palmer:

Tim Sullivan was buried yesterday.

Tim was the conductor on the train which leaves Cos Cob every morning at eight twelve. I've only known Tim for about a year, but his passing is going to take something away from me that I'm going to miss because his happy smile, his cheerful "good morning" and his polite "thank you" when he took up your ticket started even the worst day off right for me and for a lot of other commuters.

Tim was wounded and gassed in the last war. He wore his New York, New Haven and Hartford uniform with the same distinction that he had worn his army uniform.

I am going to miss Tim and I know that a lot of other commuters are going to miss him too. But I think that the New York, New Haven and Hartford will miss Tim more than we will.

May I extend my deepest symputhy to you and your associates?

Sincerely,

Frederic Stevenson

FFS:VF

"I'm going to miss Tim"

CONDUCTOR Timothy Sullivan has passed on, but the friendly impression he made upon his customers, our customers, will live for a long time to come. That is amply evident by the accompanying letter received by Trustee and President Howard S. Palmer.

"Tim" Sullivan, we like to think, is typical of a great many New Haven men who daily are meeting and making impressions upon the many thousands of our regular customers.

Friendly, pleasant, efficient in the conduct of his work, "Tim" Sullivan worked with us for more than thirty years, with a brief interlude in 1917-19 when, like so many of our younger men to-day, he fought for his country in World War I. He was beloved not only by his passengers, but by his associates as well. He was a real asset to his railroad and will be sorely missed.

ALONG THE LINE

Published monthly by and for the employees and friends of the New Haven Railroad
Editor: SAM BOYER
Associate Editors: LESLIE H. TYLER, YVONNE BROADCORENS
Staff Photographer: LARRY O'NEIL
Publication Office, Room 596, South Station, Boston

"If You Don't Write — You're Wrong" . . .

Secretary of War Stimson says that the delivery of mail to men in service is next in importance only to making sure that they get their food! There's no doubt about this. Your letters provide your fighting man his deepest pleasure, his relaxation. "Mail Call" is the high spot of his day or week.

Many put off writing because they feel that letter-writing is an "art", but really, you don't have to be blessed with a special talent for writing. If you can write words legibly on paper, you can write a good letter if you will stop being self-conscious about it.

First of all, think of the person to whom you're writing—think of what you'd talk to him about, of the news he'd like to hear. Don't fret over grammar, or punctuation—just write as you'd talk.

The ultimate test of your letter should be—how much joy will it give? He looks forward to a cheerful, gossipy record of what you've been doing, what goes on in town, plus happy references to the fun you've had together, and the happiness you're planning when he returns.

ALONG THE LINE has tried hard to keep its mailing list up to date so that our boys might receive their special edition each month, wherever they may be.

We want you to make use of our mailing list, by writing to your buddies and sending the letter along to us if you don't happen to know the address. We'll see that it's properly forwarded to him.

Write today and let him know that the way of life he's fighting for is surviving at home.

Copper — No. 1 on 1943 Scrap Program . . .

The Copper Scrap Program is now being launched on a nation-wide scale and the Railroads have been asked to consider fitting plans to meet the challenge of this urgent need.

According to H. O. King, Director of the Copper Division of the War Production Board, copper is the most critical of all materials needed in our war effort, and he says, "The supply of copper is not adequate and never will be while this War is on."

A Victory call has come to us to collect this scrap with an urgent message to remember that every time an American gun spits fire at the Axis, we have to start looking for more copper.

We're going to scour our plant for every ounce of the dormant copper, brass and bronze scrap loafing on the home front when it should be fighting on the battle front.

You, too, will make a definite contribution to Victory if you personally see to it that all idle scrap is immediately channeled back into war production.

Using proper waste material channels, make it your personal responsibility to see that there is no slacker metal on your premises.

The tide in the affairs of men is rarely more sharply emphasized than in a comparison of the tonnage carried by the New Haven Railroad in the war year of 1942 with that of the depression year of 1933.

In nine short years total traffic handled rose 116 per cent from the 1933 low of 16,664,551 tons to an all-time record of 35,958,234 tons in 1942. Eleven commodity groups, each contributing more than 500,000 tons to the total increase of 19,293,683 tons, supplied over 71 per cent of the gain as follows:

Commodity	*Gain in Tons, 1942 vs. 1933*
Manufactures and miscellaneous, NOS	3,352,283
Bituminous Coal	2,454,232
5th Class Iron and Steel	1,516,310
Fuel Oil	1,500,958
Lumber	942,591
Anthracite	851,245
Crude Petroleum	761,856
L. C. L.	743,732
Gasoline	610,233
Cement	524,273
Scrap Iron and Steel	502,276

Changes in the composition of traffic handled have been marked, as some tonnage groups mounted in significance while others held even or slipped back. Most spectacular was the gain of traffic in crude petroleum. In 1933 it totalled but 92 tons; in 1942, it reached 761,948 tons. 5th Class Iron and Steel, Lumber, and Scrap Iron and Steel all registered gains of over 300 per cent. The lowest percentage gain of any of the major tonnage contributors was that of Anthracite with 34 per cent.

Of the other commodities not included in the table, most registered gains but not all. The poorest showing was made by ice which in 1933 totalled 60,393 tons. By 1942 ice was no longer a significant freight commodity, producing traffic of but 115 tons, a decline of 99.8 per cent in nine years. No other commodity suffered a shrinkage even approaching this figure.

Freight revenue of the New Haven in March 1943 reached the highest level in the history of the company and exceeded that of March 1942 by 20 per cent. For the first half of April the gain was 8 per cent above a year ago, while May is expected to be about equal to May 1942.

HELP HIT THE TARGET!

WE have been asked by the Government many times to stress the payroll savings plan for buying War Bonds. Now, new emphasis is being placed on it because in 1943 the Government must borrow 70 billions of dollars to meet the war cost.

That's a lot of money, to be sure, and it's a great deal more than was needed in 1942. But there's a reason for it. Last year we were thinking in terms of the cost of initial equipment to outfit our forces. Now, we must think in terms of the expense attached to a fighting army on the offensive.

It costs more to increase the tempo of combat warfare. Destroyed and worn-out equipment must be replaced and sent to battlefronts all over the world. The boys themselves are closer to the battlefronts and the cost for keeping them there has increased tremendously, and the cost of shipping food, tanks, planes, gasoline, oil, clothing, guns and ammunition has also gone up.

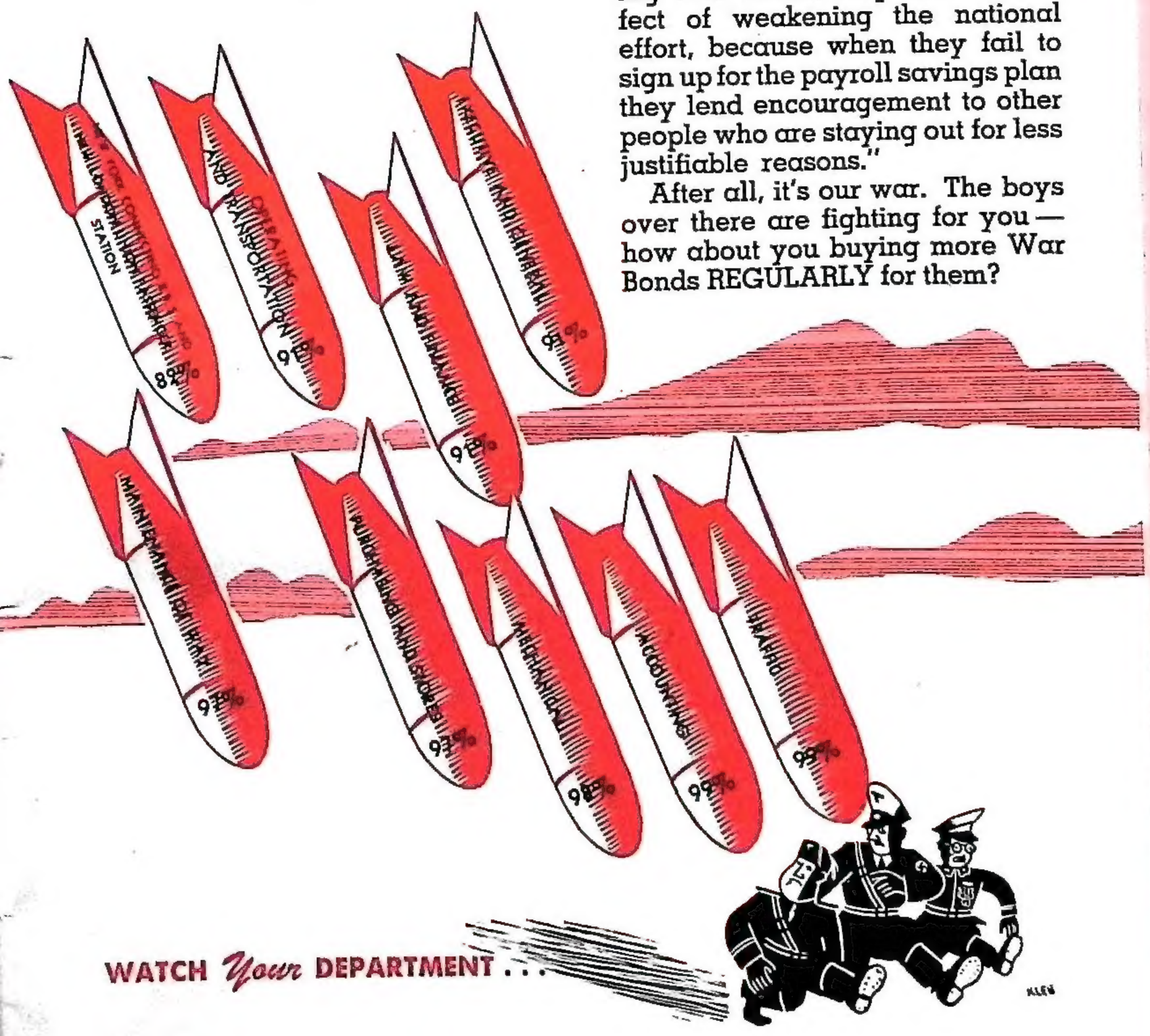
We must finance the advance of our combat units and realize fully that every mile we gain is just that much more expensive.

Now, it isn't going to be easy to raise seventy billion dollars. It's going to mean a lot of hard work on the part of Americans — and some scrimping and saving. Unfortunately, there are some who haven't gone along with the majority so that all our departments could show 100% participation in the payroll deduction plan. With the exception of one department, however, we are all subscribed over 90%, and just a little push—a little more effort—will put us over.

Funny thing about those that haven't come in on the plan — many of them are purchasing Bonds and Stamps at their banks and postoffices and through the Company's treasury offices at New Haven, Boston and New York. It isn't that they're not patriotic, but they just can't seem to realize that Uncle Sam has asked them specifically to make their purchases through the payroll allotment plan.

They perhaps have figured that it doesn't make any difference as long as they're buying—but it does. According to the United States Treasury Department, "The independent action of a few individuals, even in their method of buying War Bonds, may have the effect of weakening the national effort, because when they fail to sign up for the payroll savings plan they lend encouragement to other people who are staying out for less justifiable reasons."

After all, it's our war. The boys over there are fighting for you — how about you buying more War Bonds REGULARLY for them?



OUR ROOKIE HAS BECOME A SOLDIER

Tonight is an important one in the army life of this soldier. Tonight we're packing up for our departure for bivouac early tomorrow morning — five days of camping under conditions resembling the battlefield as closely as can be.

For five days and four nights we'll be creeping and crawling across the fields, wriggling under barbed wire and diving into fox holes. At any and all hours of the day and night we'll be subjected to attack from the sky, by mechanized weapons, and by gas.

These, then, are to be our graduation exercises, the completion of our basic training.

But don't get the idea that the men are being rushed through in any half-baked fashion. We're getting the finest training of any army in the world, but all the non-essentials have been sloughed off.

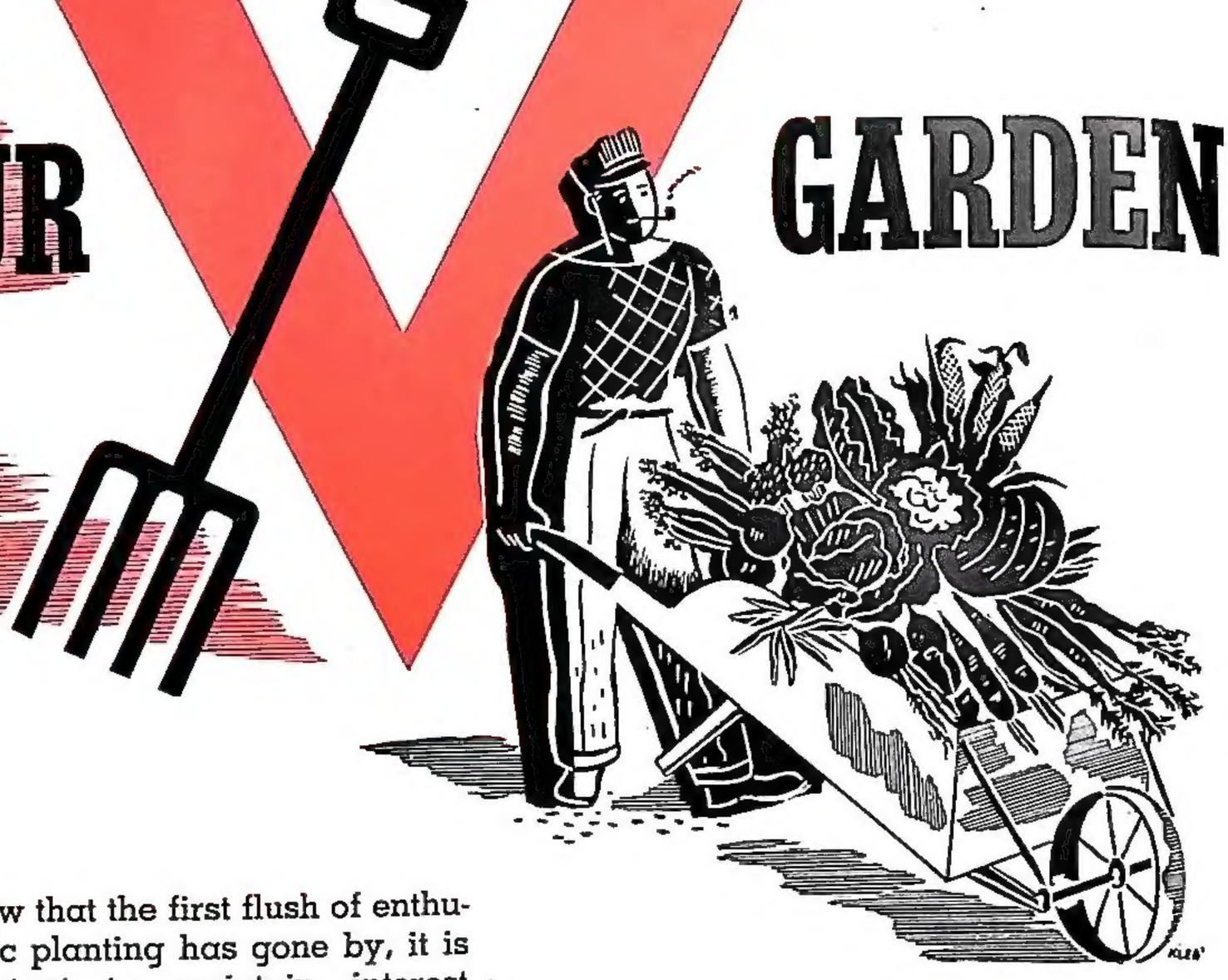
What changes have taken place in the men with whom I've gone through basic training! The pounds of fat that have been sweated off, the shoulders that have squared, the muscles that suddenly have sprouted, the wisecracks and smart answers and the chips on the shoulders that have been thrown into the discard, together with the zoot suits and the sharp shoes and the Stokowski haircuts.

Strangest and most sudden of all are the mental changes that seem to come overnight. A railroad man going into the service is used to being with soldiers. He gets to know the boys riding the trains, but as long as he remains in civilian life he always thinks of them as soldiers, not as individuals. Then he puts on khaki and suddenly, a few days later, soldiers cease being soldiers to him and all at once they become guys. Then, on his first leave, he discovers that civilians are no longer guys—they're civilians. All the guys are in uniform.

Leave will bring another disquieting discovery. One Sunday night, after returning from the city to camp, our rookie will discover he's more at home sitting with his buddies—griping around the fire—than he was with his civilian friends at home. Then he'll realize what has happened. Our rookie has become a soldier.

Dick Joseph

HOW DOES YOUR GARDEN



AN army of men and women all over the Nation have marched into their gardens this spring to grow vegetables to supplement their rations.

The more of these home-grown vegetables consumed and preserved—the less we will need to depend on commercial stocks and ration points. Cutting down the amount of food that must be shipped to you, will release some of the country's transportation equipment so that war supplies may keep moving.

Much has been said and more written about the importance of your home garden this year. The care you give it will determine its success. As the war progresses, and the size of our armies and Lend-Lease demands grow, the war burden on the railroads will be such that it will be impossible to ship the normal amount of fresh vegetables over long distances.

Now that the first flush of enthusiastic planting has gone by, it is important to maintain interest throughout the season so that you may get the greatest return from your investment in seeds, fertilizers, and the work involved in planting.

The "luck" you'll have growing vegetables is going to depend primarily on cultivation, care, weeding, watering and insect control. Of these, perhaps the weeding and the insect control are the most troublesome to the new gardener.

With all state agricultural agencies offering innumerable helpful booklets free for the asking, you should have little trouble in raising all the vegetables you need for your family, both in season or for canning.

If you have followed the advice of the agricultural experts, you have selected varieties of vegetables which are not only adapted to the growing conditions of this area, but also those that will produce a satisfactory yield of a high quality product.

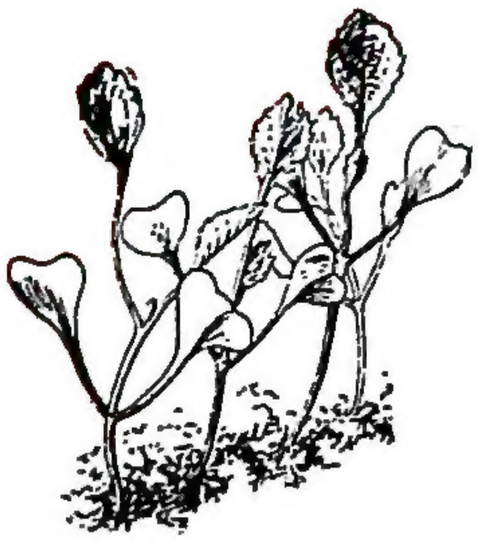
This means that you have probably planted what are known as the "Big Six" and have given them first consideration in your garden —

- Tomatoes
- Beans
- Cabbage
- Lettuce
- Greens: Spinach, Broccoli, Chard

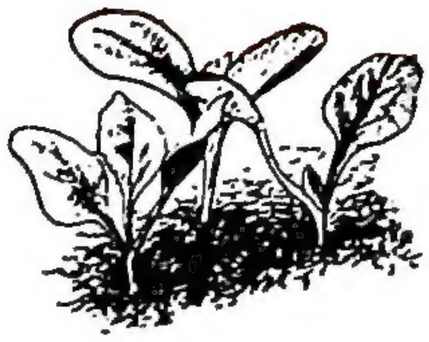
With plants properly sown at the right time, and fertilization and

DON'T MISTAKE SEEDLINGS FOR WEEDS

SEEDLINGS OF SPINACH

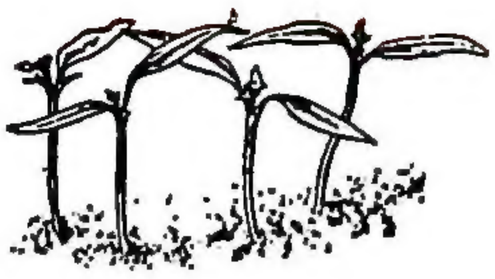


SEEDLINGS OF CABBAGE



SEEDLINGS OF LETTUCE

SEEDLINGS OF CARROT



SEEDLINGS OF TOMATOES

GROW?

proper cultivation of the soil, ultimately the seedlings will push up through the earth—and if you have planted in straight rows, you will be able to spot similar growths in one line—these are the vegetables. All other growths are weeds and should be pulled up or hoed.

Weeding is important because weeds crowd the roots of the plants, keep the sun from the seedlings — absorb the nourishment from the soil and make it difficult to harvest the crop.

Of course the inexperienced gardener will have some trouble recognizing which is which, and with this in mind, the drawings of seedlings of the most popular vegetables may be useful in helping you determine what you should pull and what you should let alone.

Then, as your plants come along, follow through with additional care by proper watering and cultivation—and be thoroughly selfish — don't let the garden pests get your vegetables before you do. Many of the more serious ones can be outwitted by careful planning. Proper pest and disease control will save your crop.

The importance of our gardens in the war effort cannot be overestimated — bills before various state legislatures, making willful destruction of gardens by vandals punishable by a jail term, are expressive of the serious need to raise our food supply.

It is expected that in 1943, the Government will purchase one-half the commercially packed vegetables, thus limiting the supply for civilian use. So, whatever you don't use up in season—preserve or store for the future.

Besides saving your ration points you will be assured of a ready supply and it will be a grand feeling to know that you have helped in the Nation's food and distribution problem.

SEEDLINGS OF WAX BEANS

BEWARE OF THESE PESTS

Calendar of Special Pest Treatment

MAY —

Cabbage, Cauliflower — To control Cabbage Maggot — place flat cardboard or tar paper disc 2-3 inches in diameter around stem just above ground. Slit discs to center and place around stem.

MAY - JUNE —

Tomatoes, Beets, Spinach, Peppers, Cabbage—To control cutworm—spread poison bait 3-4 times between May 1 and June 15 along rows before beets and spinach come out and before tomatoes, peppers and cabbage are set out. Locate and kill worms which are just beneath the surface of the ground near the cut-off plants.

JUNE —

Beans—beginning about June 10, pick off and destroy adult Mexican Bean Beetles, also their yellow egg clusters on the under sides of the leaves. When eggs hatch, dust or spray under sides of leaves with pyrethrum or rotenone. Repeat if necessary. Do not use lead arsenate or calcium arsenate.

JULY —

Cucumber, Squash—Remove and destroy all wilted vines when leaves first begin to droop, to prevent further spread of bacterial wilt.

JULY - AUGUST —

Squash — watch for sawdust on stem and base of runners. Slit stem with knife and kill grub of the Squash Vine Borer.

Beans — to reduce second brood of Mexican Bean Beetle, plow under, compost, or destroy vines of the early crop immediately after picking.

JULY - AUGUST - SEPTEMBER —

Celery, Cucumber, Melons, Potatoes—apply copper dust or spray every 7 to 10 days to control leaf and fruit spot diseases. If plant lice appear, apply nicotine dust or add nicotine sulfate to the spray, or use pyrethrum or rotenone dust.

AUGUST - SEPTEMBER —

Cabbage, Cauliflower, Broccoli—as soon as white butterflies appear, dust once a week with rotenone, pyrethrum or nicotine to control worms and aphid.

Beans—around August 1, begin control of second brood of Mexican Bean Beetle as for the first brood in June.

Calendar condensed from Mass. State College Extension Service Bulletin, Amherst, Mass. ★ Photos, courtesy Connecticut State Agricultural Experiment Station, New Haven, Conn. ★ Sketches, courtesy of Massachusetts Horticultural Society.

Armed Forces Get Special Thin-Paper Edition

WHEN Sheet Metal Helper John P. Carroll, Readville, picks up his ALONG THE LINE in North Africa; or Laborer John J. Kelly, of Boston Mechanical, gets his in England; or New Haven Division Fireman John Hogan receives his copy at U. S. Naval Mine Warfare School at Yorktown, Va.; or New Haven Division Trainman John P. Schaefer gets his in Iran; and thousands of other New Haven Railroad men get theirs all over the world—they look at a copy which is not quite as "flossy" or "dressed up" as the one received by employees still "workin' on the railroad." It's printed on a very thin paper, and the print is apt to show through from the other side, and the illustrations don't reproduce so well.

All of which might seem to add up to pretty shabby treatment for the men who have picked up stakes and gone forth to do or die for our country. But, as you may well guess, there's a very good reason behind it all. The boys in the service understand why, and perhaps it won't do any harm to explain it to our readers who are still here on the job fighting the domestic battle of transportation which, too, is so highly important.

The War Department has stressed the necessity to cut down the tremendous volume of shipping space required to take the American public's mail to their soldiers abroad. Fortified as we were with the veritable flood of letters from boys explaining how much the magazine meant to them, how they were "just like letters from home," we determined that we would move heaven and earth to get the weight down. We considered trimming edges off all sides, photostating the magazine to a reduced size, or cutting down the weight of the paper. After thorough analysis, reducing the weight of paper was arrived at as the best solution. So we got out the February issue that way, and it proved surprisingly satisfactory. So we decided that our men in the Armed Forces would rather devote that cargo space to vital food and munitions of war than to a "flossy" magazine.

Of course the prohibition applied only to service men overseas—but the problem then arose, how could we know just when a man might get shifted. So we send ALL the boys the thin-paper edition. In this way, if a man has been transferred overseas, the magazine is just re-addressed and goes forward, and no time is lost.

IT'S STILL CHRISTMAS OVERSEAS...

IT may be Springtime to you, but to a great many of our men in the Armed Forces it's still Christmas! Some of the Christmas gift packages sent by the New Haven Railroad Trustees to our soldiers, sailors, marines, aviators, and all other men who left our employ temporarily to work and fight directly for Uncle Sam, are still chasing the men all over the world, and hardly a day goes by but what several acknowledgments are received.

Jim McHale, for instance, Track Foreman, New Haven Division, received his in North Africa on the 17th of March. "It was one swell gesture," he wrote, "on the part of all concerned. Made a guy who felt a little homesick recover very fast . . . The New Haven Railroad gained a lot of friends with the crew here. Comments of 'that must be an O.K. railroad,' 'That's the outfit I'd like to work for,' etc. . . . It seemed very appropriate that the four-leaf clover would arrive on St. Patrick's Day. Perhaps it will be a good omen." We fervently hope so, Jim.

Private William J. Kelly, New Haven Division Painter, stationed "somewhere in England" got his package very late. His letter of acknowledgment is quite typical of the thousands which have been received. In at least fifty per cent of the letters it was indicated that our New Haven Railroader shared his package with his buddies. "My buddies and I enjoyed the good old American fruit cake, dates, peanuts and candy," said Bill. "Everything else was more than welcomed as you can't buy them over here. It makes you feel proud that you represent one of the stars on the service flag of the New Haven Railroad."

Another typical reaction, by Technical Sergeant R. M. Harkinson, New Haven Division Yard Conductor, overseas for over a year, found him "never as eager to open a package, even though I knew what it contained. And you can imagine what five boys in one tent can do to a Christmas package! Well, we did it and enjoyed it."

And then try to imagine the joy of a man, cooped up for weeks or months in the narrow confines of a submarine, upon finally touching at a port where his mail can catch up with him. Luckily, we don't have to do too much imagining, for we have the experience spelled out for us by Lieutenant Richard H. Hamilton, under date of April 12 from San Francisco. Dick wrote:

"You can hardly imagine how welcome it was. The selection bordered on genius, and would be equally acceptable in a tank in Tunisia, a fox-hole on Guadalcanal, or a submarine 'somewhere in the Pacific,' my present position. My messmates (naturally!) and I anticipate many a pleasant watch below savoring those delicacies which you have so thoughtfully provided, so again, thank you."

Yes, it's still Christmas overseas!

OUR CAMERA COVERS THE NEWS

1. *Vice-President C. E. Smith was Master of Ceremonies at the award of the Army-Navy E to the Safety Car Heating and Lighting Company at New Haven. Proudly displaying the emblem are, left to right: W. L. Conwell, President, Safety Car Heating & Lighting Co.; Lieut. Commander R. T. Fish, U.S.N.; Joseph Montgomery, Superintendent of the plant; Mr. Smith; Lieut. Col. Frank A. Young, U.S.A., Chief, Industrial Division, Springfield Ordnance District*

(The "Information Please" party, enroute from New York to Hartford, cheerfully posed for Larry O'Neil, our photographer

2. *John Kieran relaxes with his pipe and newspaper in the parlor car*

3. *Franklin P. Adams and Wendell Willkie, no doubt discussing "One World"*

4. *Wendell Willkie and Franklin P. Adams chat with New Haven freight handlers. Perhaps they want some "Information Please"*

5. *Oscar Levant, in a thoughtful pose, just before leaving Grand Central Terminal for Hartford*

6. *Mrs. Irene Tyler, New Haven, Crossing Tender at New Britain, took part in the WOMEN AT WORK Exhibit sponsored by the Hartford Chamber of Commerce*

A Class at the "Telephone School" at New Haven learning proper telephone technique

NEW telephone information and reservation bureaus provide improved service to the public

ADDITIONS, improvements and innovations to keep up with the ever-increasing war tempo of railroad business have kept traffic departments busy at New Haven, Hartford and Providence for the past month.

Most important has been the establishing of the nation's first "Telephone School" for railroad employees to facilitate handling some 90,000 calls which now keep 6,000 telephones busy every day.

Determined that all calls should be handled in a friendly and efficient manner, despite pressure of wartime conditions, the management in March created a school at New Haven, where new employees are trained in the proper methods of handling calls.

Each of the 10 courses conducted includes instruction in voice technique, courteous and friendly attitudes, natural choice of words, and standard "answering phrases" designed to inform the patron that he has contacted the proper office.

The length of the courses ranges from four to twelve days. An instructor and assistant instructor are assigned to each class, numbering about eleven students. The School is fitted with a switchboard and various types of other communication equipment used by various offices in contacts with the public and with other company departments.

One of the classes is comprised of trainees assigned to Information and Reservation Offices, which have just recently been consolidated in New Haven, Hartford and Providence.

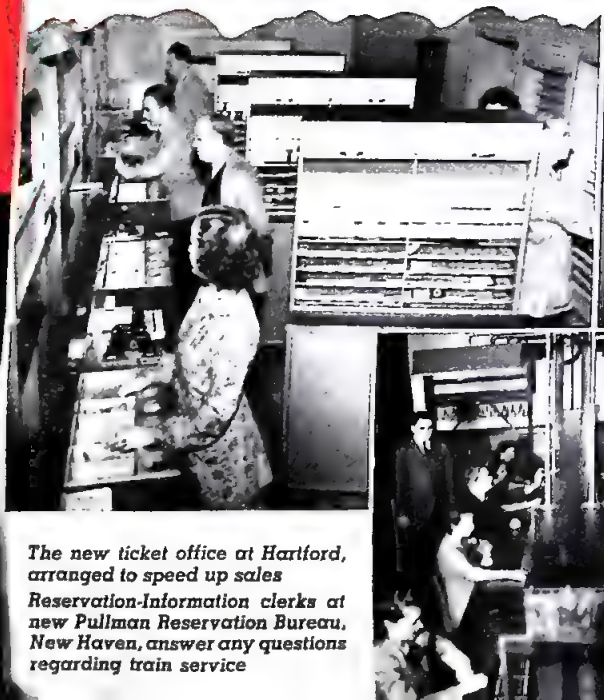
In these three cities the "Pullman Reservation board" is now combined with the telephone information switchboard. Thus a person calling to make inquiry about trains may then proceed directly to make Pullman reservations without the necessity of being switched to another phone on making a special call.

Ticket clerks, when asked for Pullman reservations, will simply pick up the telephone and request the accommodations of the Pullman Reservation board.

These offices now have the same system as that used at Grand Central Terminal.

Walter P. Read, Assistant Passenger Traffic Manager, who supervised the changes, believes that the increased efficiency in making reservations will speed up wartime travel arrangements a great deal.

At Hartford, too, the ticket offices have been remodeled and nine new windows, resembling those of tellers at a bank, have been added to facilitate ticket sales and speed the traveler on his way.



The new ticket office at Hartford, arranged to speed up sales

Reservation-Information clerks at new Pullman Reservation Bureau, New Haven, answer any questions regarding train service

Additional windows have been added to the Hartford Ticket Office to take care of the ever increasing traffic

Diagrams of train information at their fingertips, these clerks can answer questions quickly and efficiently

Newly trained clerks the "Telephone Schoo are ready to give co teous service to patro

The New Haven meeting. L. to R.: Mr. Palmer; Pres. W. F. Carr of the N. H. Traffic Club; Traf. Mgr. N. W. Ford, Mfrs. Assn. of Conn.; R. A. Fasold, Spec. Repr., Frt. Clm. Div., A.A.R.

"SHIPPING RIGHT FOR VICTORY"

THE vital importance of protecting the nation's war production by means of good packing, secure loading and careful handling of all freight shipments was the keynote of a series of meetings sponsored by the New England Shippers Advisory Board in April.

Some 200 Connecticut shippers and transportation men attended a "Perfect Shipping" dinner meeting at the Hotel Taft in New Haven, at which the New Haven Traffic Club was a co-sponsor. Speakers stressed the importance of doing everything possible to "conserve materials, minutes, manpower and transportation—to avoid waste in the nation's resources and to safeguard the nation's production".

A featured speaker was William H. Day of Boston, General Chairman of the New England Shippers Advisory Board, who interpreted "Wartime Transportation Conditions".

Robert A. Fasold of Chicago, Special Representative of the Freight Claim Division of the Association of American Railroads, discussed the "Opportunities for Prevention of Loss and Damage to Freight in Transit".

William F. Price of Glastonbury, Conn., Chairman of the Loss and Damage Prevention Committee of the N. E. Shippers Advisory Board and Charles G. Phillips, Chairman of the Car Efficiency Committee for New Haven, who presided at the meeting, also spoke.

Other meetings in which the New Haven participated were held at the Hotel Bancroft in Worcester, and at the Boston Freight Terminal.

Guest speaker at the Worcester meeting was Nathaniel Bartlett, of Hollingworth & Vose, whose talk dealt with the prevention of damage to freight in wartime.

At the Boston meeting, Harry M. Frazer, General Traffic Manager of the F. W. Woolworth Company, New York, pointed out the importance of "perfect shipping" not alone because we have to pay the claims, but because freight that has been destroyed cannot readily be replaced at this time.

Secretary A. E. Clark Retires Succeeded by W. H. Rowland

ANNOUNCEMENT was made by the Trustees of the New Haven Railroad of the retirement, at his own request, effective May 1, of Arthur E. Clark, Secretary of the Company and of various subsidiary companies, "after fifty-three years of meritorious service."

Mr. Clark's entire railroad career has been spent in the office of the Secretary, where he served successively, commencing in 1890, as Stenographer, Chief Clerk, Assistant Secretary, and Secretary, to which position he was promoted in 1910.

He is continuing as a member of the board of directors of the New Haven and of several of its subsidiaries.

"Mr. Clark leaves a noteworthy record of loyal and efficient service," the announcement read, "and in his retirement carries with him the affectionate good wishes of his many associates."

William H. Rowland, for a number of years Assistant Secretary of the Company, has been appointed Agent of the Trustees, with the title and duties of Secretary, in place of Arthur E. Clark, who retired May 1, after 53 years' service. His headquarters will be at New Haven.

Mr. Rowland began his service with the New Haven Railroad February 6, 1906, as Stenographer in the office of the Division Engineer at New Haven. On July 1, the same year, he was transferred to the office of the Assistant to President, and on August 1, 1908, was appointed Traveling Secretary to the President. Mr. Rowland continued at that post until November 28, 1916, when he was appointed Assistant Secretary of the Company, the position he has held until his present promotion to Secretary.

ARTHUR E. CLARK

WILLIAM H. ROWLAND

SYNTHETIC *Rubber* IN A POST-WA

1 *The gas butadiene, chief ingredient of buna S synthetic rubber, is stored in liquid form under pressure in great spherical tanks at a synthetic rubber plant of the United States Rubber Company*

2 *After washing, the buna S synthetic rubber is forced over a screen and through holes to break up the larger pieces and to remove excess water before going to the tunnel drier*

3 *This operation shows particles of synthetic rubber being separated from water in the new U. S. Rubber Company plant. At the right the water containing the rubber particles cascades down onto a vibrating screen. The material on the screen which looks like popcorn is synthetic rubber*

4 *Every possible precaution for safety is taken in construction of synthetic rubber plants. Here you see a butadiene storage tank completely enveloped in water spray. This cooling system, which operates both automatically and by hand, prevents undesired polymerization with its attendant development of pressure and heat. Also, it protects against external fire*

AR WORLD

UNTIL the advent of rubber shortages, produced by curtailment of our supply from the Far East, and tire rationing which brought the shortage closer to home — "synthetic rubber" were just words to the layman. Now our hopes for the future of the rubber industry are tied up in those magic words.

The discovery of this man-made substitute for natural rubber is one of the greatest triumphs of organic chemistry and what for generations seemed a chemical impossibility, has become a reality vital to the life of our Nation.

Synthetic rubber is not a new idea, nor is it the development of any one man, or laboratory, or any one nation. For a period of 70 years, prominent chemists of Great Britain, France, Germany, Russia and the United States have contributed to its development.

In 1826, the great Michael Faraday, son of an English blacksmith, showed that natural rubber was composed of carbon and hydrogen.

In 1860, Grenville Williams, another Englishman, broke down natural rubber by heat and derived from it a liquid with the same chemical composition as rubber.

G. Bouchardat, a Frenchman, while experimenting in 1877, obtained a substance which had elasticity and some of the other properties of rubber.

Sir William Tilden in 1892 made several futile attempts to produce rubber in the laboratory.

Then in 1910, when Henry Ford was popularizing his Model T and there was a growing demand for tires by the motor industry, the search for a synthetic was intensified.

In 1915, the Germans built and operated a synthetic rubber plant with a capacity of 150 tons a month. The process was long and expensive and their product very inferior. After the War, production ceased, but they continued their synthetic rubber research.

The Russians were early workers in synthetic rubber and because of threat of blockade, they continued their work through the last War until it was interrupted by the Revolution. Later the Soviet Government continued the work.

It was in 1921 that the U. S. Rubber Company invited Dr. J. Ostromislensky, the great Russian chemist, to join the staff of their General Laboratories. Believed to be the outstanding rubber chemist of prewar Russia, he had been working in the field since 1911.

That same year they obtained the services of Dr. A. T. Maximoff, who had 10 years' experience in synthetic rubber both in Russia and in France.

These men, with other scientists of the U. S. Rubber Company, have made significant advances in synthetic rubber chemistry.

Today a tremendous amount of development goes on. Processes are being perfected to improve quality and adaptability. At the present time no one can say how far it can go. U. S. Rubber Company has made extensive tests of buna S, which is the basis of the Government's synthetic tire program, in passenger, truck and bus tires and inner tubes.

Commercial synthetic rubbers differ from natural rubber in individual characteristics with these general conclusions—that:

1—Synthetic rubbers are different from natural rubber in processing characteristics and in some cases are more difficult to process.

2—Natural rubber is superior to synthetic in most performance characteristics.

3—Synthetics are superior to natural rubber in resistance to most influences that cause deterioration.

Today practically all synthetic rubber is being made to Government specifications and plants are being built at Government request. It is expensive to produce, as compared with natural rubber in normal times, but chances are fair that it will be reduced in cost and produced in quantity—and for some products it may be distinctly better than natural rubber.

According to Philip E. Rice, factory manager at U. S. Rubber, who has followed synthetic rubber development from the mystery of organic chemistry to factory production, everybody in the rubber business feels it would be disastrous to ever again let ourselves depend on the Far Eastern supply.

Yet, if the rubber plantations of the Far East are recovered after the War, they can ship high-quality rubber here at a very low price, and although the development of synthetic rubber may be advanced to a point where its production is large enough to supply all our requirements, diplomatic and trade problems will probably influence the amount of crude rubber that will be imported. The future of the synthetic product for general use can be determined only when these factors become known.

Just Between Ourselves!

At Oak Point, N. Y., Correspondents Vincent Laino, Mechanical Dept., and Emil J. Starinsky, Operating Dept.

OAK POINT

Chris Damsgaard, our Wreckmaster, is now taking it easy, having applied for his pension April 1. His friends wish him the best of luck.

"Bill" Allcot is our new Wreckmaster, having been promoted from Derrick Operator. Best of luck, Bill, and we know you will make good.

Jimmie Maggio is in the Veterans' Hospital in the Bronx. We miss you, Jim, so get well and be back with us again.

Patrick Hughes, furloughed Car Inspector, now a private at Fort Riley, was in to pay us a visit. Army life put on 20 pounds.

Bob Cook, Clerk in Mr. O'Meara's office at Harlem River, is now in the Master Mechanic's office at New Haven. Cheerio, Bob, and we know that you will like New Haven.

VINCENT LAINO

MARINE DEPARTMENT

Congratulations to **William Schlumbohm**, Car Order Clerk, on the birth of a six-pound son.

Jonn Benasich, Tracing Clerk, is now serving Uncle Sam at Fort Dix, N. J.

Joseph Nelson, furloughed last trick Boat Dispatcher at Harlem River, is now back at his old job again after being released from the United States Army.

Due to Uncle Sam calling most of the men in our Lighterage Department, we now welcome the following young women to our staff: **Peggy Kehoe**, Lighterage Clerk; **Minnie Schmitz**, Lighterage Clerk; **Ellen Hernon**, Lighterage Clerk; **Anne Mudry**, Lighterage Clerk; and **Pat Roche**, Stenographer.

Edward Regniault, Floatman, has now been promoted to Warrant Officer and is stationed with Mrs. Regniault at Alliance, Neb.

Tommy Connors, Floatman, paid us a visit recently, looking quite dapper in his paratroop uniform. He is stationed at Fort Benning, Ga.

Private **Leo Korsun**, Floatman, presented the Marine Dept. with a beautiful paperweight, made from a real shell and bearing the insignia of his regiment. The Marine Dept., is very proud of this trophy.

Congratulations to **John Hansen**, Fireman, now in the United States Coast Guard. In his travels he met a beautiful Canadian girl and has now made her Mrs. Hansen.

Andy Finnegan, Lighterage Clerk, now with the United States Coast Guard, recently paid the Marine Dept. a visit.

John Harrington, Chief Lighterage Clerk, spent three days' vacation with his son, Private I/c **John Harrington, Jr.**, at Seymour Johnson Field, Goldsboro, N. C.

Roy Barlow, Lighterage Clerk, is now a Private First Class stationed at Meriden, Miss.

Edward Duffy, Lighterage Clerk, is now a Corporal stationed at United States Army Air Base, Abilene, Tex.

Antonio Longueria, Floatman, is now stationed at Fort Lewis, Washington.

EMILE P. REGNIAULT

OFFICE OF TRAINMASTER
OAK POINT—HARLEM RIVER

The Coast Guard finally called **Paul E. Ward**, Yard Clerk, Oak Point, to report to New London. "Go! Green Go!" may well be remembered by him.

Our profound sympathy to **Francis P. Brady**, Crew Dispatcher, Second Trick, on the recent loss of his mother.

James Meade, retired Chief Record Clerk, paid us another visit. We are glad to see "Jim" looking well.

We welcome back **Michael Sullivan** to the Bridges, released from Federal Service. "Mike" takes on his old job as Bridgeman.

Peter G. Dunaisky, Bridgeman, has severed connections with the Bridges, to serve in the Yard as a Brakeman. The boys say "Best of luck," Pete.

Bridgemaster **William J. Hartle** has been very sick in a local hospital. We all wish Bill will have an early recovery.

Joseph G. Weinbrenner, formerly Yard Clerk, Oak Point, was here on a furolugh from Florida. Joe carries three stripes, is all tanned up and feeling swell.

David J. McLaughlin, formerly General Clerk, Harlem River, who was home on furlough, stopped in to say "Good-bye" to the boys. It was great to see Dave and **Joe Weinbrenner** talking it over.

Walter William Grimm, formerly Bridgeman, also paid the boys a quick call and sure does look fine.

EMIL J. STARINSKY

HARLEM RIVER FREIGHT

Lieut. Hubert Glynn was a recent visitor at the office, after traveling across the country from one camp to another.

Lloyd Stevens, who received an honorable discharge as First Sergeant, is back at the Freight House working as Tractor Operator.

Sidney Simon, Car Service Clerk, joined the ranks of the benedicts while on his vacation, taking Sara Meadow as his bride. Congratulations!

We are glad to report that **William Golden**, Asst. Cashier, and **William McGuire**, Check Clerk, are both back on the job after undergoing operations.

Our sympathy is extended to **Ethel Kelly**, Payroll Clerk, on the death of her brother.

The friends of **James Carroll**, of Stone's Express, Inc., were shocked at his sudden death. Jimmy had been working in close contact with our freight house employees for some time.

A number of visitors from the Armed Services were **William Rogavin**, who plays in the band at a camp in Mississippi; **James Canzonerio**, in the Navy; and **Norman Wolfe**, now a Sergeant, stationed at Fresno, Calif. All the boys are in perfect shape and very happy.

John Rowan, Uncollected Clerk, spent a quiet vacation at home taking a well-earned rest.

Charles Saxe, Accountant, who has been off because of illness, has now resumed duty.

Walter Hackett, now a Private in the Infantry, was a recent visitor, wearing an Expert Rifleman's medal.

1. Office friends and associates of Barbara Stremlau, daughter of Division Accountant Fred R. Stremlau, held this party in honor of her approaching marriage. Left to right, far side of table: Mrs. Helen Vibbert, Shirley E. Hanson, Helen K. Schouten, Marilyn Reid, Darlene M. Owen, Mrs. Alice D. Wendt, Janice S. Boyle, Dolly S. Campagna, Mrs. Fred Stremlau, Barbara Stremlau (now Mrs. Thomas), Mrs. Lillian S. Hunt. Near side: Mrs. Jane Fournier, Mrs. Eleanor L. Hayes, Marie E. Coulombe, Faith L. Owers, Shirley K. Kisskalt, Kathryn R. McKernan, Helen F. Ferguson.

2. Engineer Patrick J. Delaney and his crew pictured at Beacon, N. Y., the day he received his 50-year emblem.

3. Mary E. Walsh and Eleanor J. Armour are Messengers, Readville Shops office.

4. Mrs. Vincent J. White, wife of Air Brake Foreman Vincent J. White, Cedar Hill Eng. House, and daughter of the late Eugene J. Grimes, with her daughter, Patricia, 26 months old.

5. Miss Hope Kittelsen, fiancee of Machinist Apprentice Thomas S. Lanahan, now in the Army, and whose picture will be found on page 21.

6. Little Lannie Coulter, grandson of retired Lampman F. D. Healy, of Saybrook.

7. "Texas Wildcat" J. J. Geiger and L. M. Kemp, Highland roster Freight Conductors. Kemp was a stunt man with Barnum & Bailey before joining the railroad.

8. J. R. Quinlan, of our Philadelphia District Traffic Office, and his family, pictured at his summer cottage at Neshaminy Falls, Pa. Left to right: Mr. Quinlan, Mrs. Quinlan, Donald (age 13), Edward (age 17), and in front, Gerald (age 7).

9. Chris. Smith, Asst. Stationary Fireman, Freeman P. Clark, Chief Watch Engr., and Pasquale Rapuano, Stationary Fireman and Relief Watch Engr., snapped at Cedar Hill Eng. House power plant.

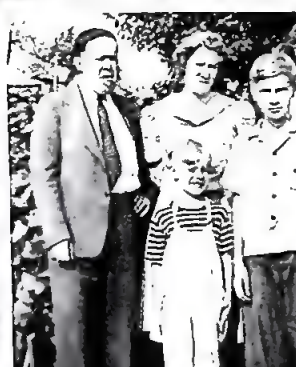
10. In front of No. 1385 at Cedar Hill inspection pit. Front row, left to right: Charles Mills, Arthur Danielson, Lawrence Barrows, John Cardoza, Albert Hemingway, Charles Ragna, Harold Stratton, A. DeFeliciantonio, Jack Joyce, Manuel Gomes. Rear row: Vincent Carrone, Lorenzo Todesco, L. Pozzuoli, L. Destefene, David Houde, Frank Marini, R. Volpe, and P. DeMaio.

11. Group of Committeemen at Cedar Hill Engine House. Left to right, front: Stephan Juba, Boilermakers; Anthony DePolo, Machinists; Francis Wagner, Chairman, Machinists; Anthony Vailette, Machinists; Andrew DePino, Laborers. Rear row: Richard Yorke, Blacksmiths; Walter Schiffer, Boilermakers; Raymond Busca, Chairman, Laborers; Walter Doolan, Chairman, Pipefitters and Sheet Metal Workers.

12. Archie Meickle, Instructing Conductor, ensconced in his new quarters on the balcony at New Haven Station, with Conductors Francis E. Robinson and Earl L. Straub.

14. Mrs. Sarah Cannon and her son, Paul, daughter and granddaughter of Switchman George Woolson, Boston Freight Terminal.

15. Robert (12) and Richard (10), sons of Foreman Charles H. Woliver, Cedar Hill Engine House.



1. Charles H. McGill, Asst. General Storekeeper, New Haven. 2. James Shea, Traveling Storekeeper. 3. William J. Reeves, Chief Clerk, Gen'l Stores, New Haven. 4. Eugene Bissell, Storekeeper, New Haven. 5. William B. Replogle, Asst. Div. Storekeeper, Readville. 6. George E. Dowling, Gen'l Storehouse Foreman, Readville. 7. Edward R. Fulton, Ch. Clerk to

PROMOTIONS

Congratulations to **Edward J. Walsh**, now overseas with the Navy, on his promotion to Coxswain.

The following employees have been inducted into the Armed Services: **Bernard Noud**, Checker; **Edward Costello**, Crane Operator; **Gerardo Pagliuca**, Messenger; **Walter L. Fallon**, Sorter; **Anthony Rosalvo**, Stevedore; **William Robinson** and **Arthur Holmberg**, Laborers.

ABE SIMON

VAN NEST SHOPS

We are still sending our men to work for Uncle Sam and picking up new men and women to take their places. Since the last issue the following have been added to our roster: Laborers **Peter J. Leary, Henry C. Hall, Guiseppe De Gianfillipp, Mario G. DiMuro, August H. Kurtzmann, Michael A. Penna, Paul Pietsch**, and **Alfred H. Johnson**, and Machinist **Michael DeMarinis**.

The new women employees are Laborers **Jennie T. Pelosi, Anna M. Natale, Mary M. Theis, Mary Falkowska, Elizabeth Feehan, Sophie Larsen, Lee F. Williams, Anna C. Kane, Margaret V. Bretthauer, Ruth E. Reda, Camille DeCarlo, Julia D. Vazac, Isabel C. Bahr, Johanna Weir, Concetta M. Pelosi, Greta L. Bononni, Mary A. Galligan**, and **Nina I. Levesque**; Sheet Metal Worker Helper **Patricia J. Mahoney**; and Machinist Helper **Madeline Guarascio**.

We wish to extend our sympathy to **Joseph** and **James Fitzgerald**, whose sister died on March 27; to **Harry Cruger**, whose brother died March 22; to **Frank** and **Louis Bergamesca**, whose mother died April 18, and to **James Daly**, whose mother died April 18.

Congratulations to **Theodore Koen**, who celebrated his 26th wedding anniversary March 29.

VAN NEST BOWLING LEAGUE. The league wound up the season on April 20 with the final outcome in doubt up to the last game. **Joe Natale's** "Merchants" finally nosed out **Louie Bergamesca's** "Comets". **Danny Cassella** came through with a high average of 175 and **Joe Durkin** with a high game of 256.

CREDIT UNION. The Van Nest Federal Credit Union is selling more than $1200 worth of War Bonds in the second loan.

Frank Laperata, Machinist, who had been away on leave of absence, returned March 29.

FRED HAMILTON

GRAND CENTRAL TERMINAL OFFICES

Ralph Boyle, formerly Special Representative in the Trustees' office in New York, has joined up in the Navy with a rating of Chief Petty Officer in the Civil Engineer Corps. Ralph was in the Navy in the first World War, and apparently wants to finish the job. Best of luck, Ralph.

MAURICE K. DUGAN

PASSENGER TRAFFIC DEPT.—NEW YORK

On April 24, **Robert ("Bob") J. Stephens**, Passenger Representative, was inducted into the Army, the first of the married men from this office. While you are taking care of the SAPS (Japs) and HEELS (Heils), Bob, we will be taking good care of your wife and darling baby.

We are sorry to lose you for a while, as well as those boys who have gone before, and those who are yet to follow, but UNCLE SAM comes first. However, our very best wishes go along with you, as well as our prayers for your safe return.

We recently had a very interesting letter from **Edward ("Eddie") Fox, Jr.**, our former Office Boy, who is in the Army Air Force Medical Corps at Kearns, Utah, receiving his basic training.

CONGRATULATIONS!

On April 16, we extended our felicitations and congratulations to **C. ("Charlie") F. Clark**, on his 22 years of service; and in like manner congratulations are in order to **Richard ("Dick") Stanley**, genial Asst. General Passenger Agent, in charge of the Travel Bureau, on his 28th Anniversary, May 1. (Your correspondent passed his 32nd anniversary May 3.)

Best wishes to **Evelyn Matthews**, Reservation Clerk from our Pullman Reservation Bureau, who was furloughed to the GRB (Government Reservation Bureau) in New York. Don't forget to route them "New Haven"!

GEORGE F. FITCH

SALES TRAFFIC DEPT.—NEW YORK

We welcome to this department **Rita W. Noel** as Stenographer and **John Dausend**, Carload Trace Clerk.

Announcement has been received from **Wallace S. Nowel** that he has completed his course in the Officers' Candidate School at Miami Beach, Fla., and has been commissioned Second Lieutenant in the Army Air Corps of the U. S. Best of luck, Wallace!

John G. Mammes has been inducted into the U. S. Navy, and is training at Sampson, N. Y.

Pvt. Robert J. Maxwell is training in the Air Corps at Miami Beach.

In the February 1943 issue was shown a picture of Sgt. **Wallace S. Nowel**, Stenographer in the Sales and Traffic Development Department office, 50 Church Street, New York City. Sgt. Nowel has been graduated from the Army Air Forces Officer Candidate School, Miami Beach, and is now a *Second Lieutenant* in the Air Corps.

FRANK C. BAKER

PIER 38 EAST RIVER

Nick Walsh, our OS&D Clerk, is smiling again, his little daughter, **Mary Ann**, having fully recovered from her recent illness.

George Lundell, Delivery Clerk, is back from his vacation looking fine, after some good fishing on Long Island Sound.

Wm. (Cy) Smith, our Teller, who is off on leave of absence, due to illness, paid us a short visit the other day and we are glad that he shows much improvement.

MAX KOHN

NEW HAVEN DIVISION

Our sympathy to Asst. Baggagemaster **John V. Mehan**, who lost his mother.

George Moore has returned as Conductor of the New Rochelle switcher.

Relief Operator **John Ryan** is the proud possessor of a new car; the boys claim it is *almost* new.

Sympathy is extended to the family of the late **Archie DeWitt**, Operator at S.S. 22, who passed away recently.

Leo Hoctor, Conductor at Stamford yard, has returned to work after being confined at New Rochelle Hospital for three weeks.

J. J. Kelly and **Fred Walton** are Bridgeport's contribution to the Armed Forces this month. **George Callahan** back looking the office over, is now a veteran, having been discharged from the Navy recently.

Ted Somer, Relief Operator, is now at the U. S. Army Basic Training Center, Miami Beach.

Henry Savaria has returned to the New Rochelle Jct. Tower after a vacation in Florida.

Agent **Wm. Coe** of Noroton, now a member of the U. S. Navy, learned to like the life on his job.

All his friends are sorry to learn that **N. E. Nickerson**, our retired Freight Agent at Stamford, is quite ill.

Charles H. Hempstead

Charles H. Hempstead Retires; St. C. T. Corson Asst. Secretary

Coincident with the retirement of **Arthur E. Clark** as Secretary of the Company, **Charles H. Hempstead**, Assistant Secretary, also retired, effective May 1, after 56 years' service with the New Haven Railroad.

Mr. Hempstead commenced his railroad career February 18, 1887, in New York City, and a few months later moved to New Haven. He was made Transfer Clerk in 1903 and worked in the Treasurer's office until 1907, when he was transferred to the Secretary's office, where he was appointed Assistant Secretary and Transfer Clerk in 1910.

Mr. Hempstead is Secretary of the Board of Management of the New Haven Railroad Y.M.C.A. in New Haven, a position he has held for a great many years.

St. Clair T. Corson, who has been Transfer Clerk and Cashier at New York, was appointed an agent of the Trustees, with the title of Assistant Secretary, effective May 1.

Mr. Corson started with the New Haven Railroad as a mail boy in the foreign freight accounting office at New Haven, November 3, 1892. He then filled several clerical positions, there and in the Statistical Bureau.

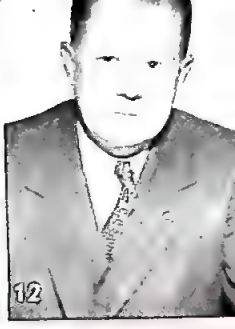
On July 1, 1907, he transferred to the Secretary's office as Bookkeeper, and in 1911 was appointed Assistant Transfer Clerk. On January 1, 1928, Mr. Corson was moved to New York as Transfer Clerk, and on June 1, 1931, took over also the duties of Cashier.

Ted Guider of Stamford Freight, is in the Coast Guard and **Bob Quinlivan** is in the Marines, and both are doing fine.

FRANK J. CRONAN

NEW HAVEN YARDS

The ladies have arrived for war-time service and are doing very well. In the General Yard Office we have **Cecilia Cox, Theda Carbone, Ursula Case, Irene McDermott**, and **Jeane Wellington**; in the Belle



Div. Storekeeper, Readville. 8. Charles L. Galligan, Division Storekeeper, Providence. 9. Leonard A. Walsh, Asst. Foreman, Readville. 10. Edward E. Bailey, Test Supervisor, Readville. 11. Burton Simons, Foreman, Repair Track, Oak Point. 12. Roscoe P. Noyes, Asst. Supt. Passenger Transportation, New Haven.

PROMOTION

Thomas M. Rawley

Tom Rawley Retires

The Operating Department announces with deep regret that effective May 1, 1943, **Thomas Michael Rawley**, Assistant Superintendent at Boston, has retired.

Mr. Rawley was born April 21, 1874, at Norwich, Conn., and entered the service as an Operator April 1, 1893. He was promoted to Train Dispatcher Feb. 26, 1896; Chief Train Dispatcher, Oct. 1, 1909; Trainmaster, Dec. 8, 1918; Assistant Superintendent at New London, Nov. 29, 1927, later at Providence, and finally at Boston, starting July 22, 1935.

Always a sincere and capable railroad man, deeply respected by all with whom he came in contact, Mr. Rawley's retirement marks the passing of a "grand old man."

His many friends and former co-workers sincerely hope that he will have many years to enjoy his retirement, which he is planning to spend in the sunny land of California.

Dock Office is **Alice Brooks.** Since their arrival the boys have learned to express themselves in much better language.

Lieut. Edgar Sweet, who stopped in to see us on his last leave, says that **Lieut. Col. W. S. Carr** is the big boss, with headquarters in St. Paul, and just as full of pep as ever.

Yardmaster **Edward Garrity** has resumed duty after a long siege of illness.

Eddie Wheeler has been assigned as Yardmaster on the 12-8 A.M. LCL Yard and does a fine job, too.

Les Reed, John Kanoff and **Tom Toohill** are doing Spare Yardmaster work. **General Yardmaster Donavon** can sure pick the live wires, and is always willing to give them a chance.

Elmer Knapp, one of our real, old-time engineers, has retired. We wish him health and happiness for many more years.

The crews in the West Class Yard (8-4 P.M.) gave a fine exhibition of fire fighting recently when the meadow grass threatened to burn the building and cars.

Louie Caruso, Tom Camaro, and **Austin Schleicher** are doing a whale of a job at the north end of Cedar Hill, a real busy spot.

FRANK T. SHANLEY

CEDAR HILL ENGINE HOUSE

Visitors during the past month were **Private Louis Russo, Seaman Apprentice John Bernard** and **Merchant Marine Seaman John J. Quinn.** Also letters were received from **Lieut. Walter Schiffer, Sgt. Nick Rapuano, Seaman Apprentices Angelo Bernardo, Salvatore Villano, Frank J. Civitello** and **Privates Charles L. Timothy** and **Joseph Antunes.**

New additions to our Armed Forces include Machinist Helpers **Lewis Freeman, Joseph DiMartino** and **Thomas Giamino.**

The many friends of Engine Dispatcher **Austin E. O'Brien** are pleased to learn his health is improving after a prolonged illness.

We are glad to welcome two new additions in the General Foreman's Office: **Mrs. Rose Iannotti** and **Dorothy Prete.** Also in the Engine Dispatcher's Office, **Mrs. Marie Buzzard, Mrs. Hella Brown, Margaret Rogers,** and **Mrs. Gertrude Montovani.** Also in the Production Booth, **Mrs. Ethel Hutton.**

Mr. and Mrs. Mario Iannotti celebrated their 15th wedding anniversary April 16. Friends at the Enginehouse called and helped them celebrate the occasion.

Congratulations to **Arcenio DeNobrega,** Sheet Metal Worker, on his purchasing a new home.

Sympathy is extended to the family of the late **Thomas Sadler,** former Machinist at Cedar Hill Engine House, who recently passed away.

MOE FREEDMAN

ACCOUNTING DEPARTMENT

Office of General Accountant
(New Haven)

Recent visitors to the office were **Cpl. Henry G. Ford** (George Ford to most of us), who is now stationed in the Finance Office at the Aberdeen Proving Ground in Maryland; **2nd Lieut. Joe Levasseur,** who recently completed Officers Training School in North Carolina and whose next assignment is at Camp Callin, Cal.; and **Pfc. Howard Marshall,** on furlough from California, where he is stationed with an armored division.

2nd Lieut. Dana B. Griffin received his commission recently after attending Officers' Training School in Australia.

Henry C., son of **Mrs. Bessie Fresenius,** has enlisted as an Apprentice Seaman in the United States Navy.

(New York)

Louis, son of **L. J. Rafter,** has been accepted by the United States Navy and is awaiting his call for training.

Correction—According to recent reports from our New York correspondent, the bowlers mentioned in the last issue have not been doing so well of late.

Auditor of Disbursements' Office

We welcome back into our ranks **Eugene Burbaum,** recently honorably discharged from the U. S. Army.

Our best wishes to **Robert W. Tracy,** of Wallingford, now with the U. S. Army Air Force at Miami, Fla.

We regret the death of **Mrs. Richard Welch** and extend our sincere sympathy to her husband and also her brother, **Walter Murphy.**

Greetings to **Albert Wood,** of Branford, our new Messenger.

Special Assistant to Comptroller

We are pleased to hear of the engagement of **Helen L. Mason** to **Pfc. Warren F. Winterhalder,** son of the late **Fred Winterhalder** of the New Haven Division Accountant's office.

Greetings to **Mrs. Gertrude Gates,** now filling a temporary position in the stenographic bureau.

FRED H. PALMER

BULLARD BUILDING

Auditor of Freight Receipts Office

Mrs. Rosemary Weir is visiting her husband at Fort Leonard Wood, Mo.

Harriet Moynihan spent the Easter holiday with her mother at Boston.

Ethel King recently became engaged to **Pvt. Harry E. Norton** of Grenier Field, Manchester, N. H.

Dorothy Reising recently spent a weekend in Troy, N. Y.

Callista Ford was married April 26 to **Russell O'Connell,** a member of the Coast Guard stationed in New Haven.

We welcome back **Alice McKeon** after a three months' illness.

Julie Goldstein has been absent for some time because of illness. We hope to see her back soon.

Edna McGuinness recently returned from a vist to Williamsburg, Va. She also visited her brother, Gilbert, of the U. S. Marine Corps, at Yorktown, Va.

Pfc. Robert D. Farquharson, Jr., of the Marines, recently has been transferred to overseas duty and his brother, **William,** also of the Marines, is now stationed at the Naval Air Station, Jacksonville.

Ellen Thorpe and **Muriel O'Shea** have been inducted into the W.A.A.C. Ellen is at Ft. Oglethorpe, Ga., while Muriel is receiving her basic training at Camp Devens. Both girls were recipients of beautiful wrist watches as gifts from their coworkers.

Larry Wheeler received an honorable discharge from the Army recently and has returned to his old job in the per cent bureau.

Clinton Pierson received an honorable discharge from the Army recently and has also returned to work.

The sudden death of **William Sweet,** of the Overcharge Claim Bureau, caused considerable surprise among his many friends here and our sincere sympathy is extended to his family in their bereavement.

Our sympathies are extended to **Mabel Floyd** on the recent loss of her father.

John Allen has left us to enter the Naval Boot Camp at Newport.

Kitty McLaughlin has returned to duty after her recent accident.

Auditor of Passenger Receipts Office

Our sympathy to **William H. Harney,** because of the death of his mother as well as to **Mrs. Cecile H. DelGrego,** because of the death of her sister.

Congratulations to **Mrs. Alberta Stratton Carrier,** formerly employed in this office, on the birth of a son, as well as to **Mr. and Mrs. James P. Reynolds** on the birth of another daughter.

Ransom B. Gaffney and **Harold N. Bassett** have been called to military service.

Sgt. Wm. Spargo was a recent visitor at the office.

We are glad to see **Oscar F. Johnson** back at his desk following a period of hospitalization.

Our sympathy to **Mary E. Goodkind** and **Arthur V. Sessler,** both of whom are at present away ill.

Alice C. Pierson has just returned to duty, following a trip to California.

HARRY D. KIERNAN

Killed in Action . .

Technical Sergeant John Haggerty, Jr., son of World War Veteran John Joseph Haggerty, Machinist at Readville Shops, was killed in action in the South Pacific area. Mrs. Haggerty received the following telegram from the War Department on April 13: "The Secretary of War desires me to express his deep regret that your son, Technical Sergeant John J. Haggerty, Jr., was killed April 8 in an airplane accident in the South West Pacific area. Letter follows. ULIO, Adjutant General."

Sgt. Haggerty would have been 24 on April 21. He was a former member of the Walpole Boy Scouts and Sea Scouts, and a member of the Naval Communications Reserve. He enlisted in the Air Force September 18, 1940. One of three brothers, Robert, is also in the Armed Forces as Private 1/c, having enlisted November 9, 1942. He is survived also by three sisters.

Karas Flying Blimps . . .

William J. Karas, Clerk at the Oak Point Yard, writing under date of April 21:

"I am at present stationed at Moffett Field, California, and am one of the Flying Personnel that is flying in these Patrol Blimps out here on the West Coast. Prior to coming to the lighter than air, as this Blimp Patrol is officially known, I did 17 months of sea duty in North Atlantic and in and around Newfoundland, Canada."

Karas was promoted on April 1 to Chief Boatswain's Mate.

Frank Gill Made Chief Specialist

Francis J. Gill, Clerk-Stenographer in the Public Relations Department at New Haven, has received rating as Chief Specialist in the Navy, according to word received from him on April 23. He had been attending school at Norfolk, Virginia.

Everett Hearson in North Africa

Pvt. Everett J. Hearson, Yard Brakeman of the Boston Division, is in North Africa, according to word from his family, and up to March 13 he was reported as feeling fine.

Salvatore DePillo with 729th . . .

Pvt. Salvatore DePillo, Mechanical Helper in the Work Equipment Department, has been transferred to the 729th Railway Operating Battalion, Bill Carr's outfit. "It seems great to get back to railroading again," he said in a recent letter. "The train whistles that I hear all day are just like music to my ears."

Bill Garland with Railway Shop Battalion . . .

Corporal William T. Garland, Jr., Engine Preparer, Boston Division, who is with the 758th Railway Shop Battalion, in a recent letter:

"I know every fellow that's in the service that worked for the New Haven sure does look forward to read ALONG THE LINE every month; it sure is a magazine that keeps us in touch with our fellow workers for the New Haven and I can say for sure we will always stick up for the New Haven because you have treated us swell since we have been in the Armed Forces. So please don't forget to send me my monthly issue of ALONG THE LINE every month because I would be lost without it."

Withington Now Staff Sergeant

Charles Withington, Signal Helper in the Signal Department, and son of Sidney Withington, Electrical Engineer, has been promoted to Staff Sergeant, according to a recent letter to the Backbone Club in which he said:

"I experienced a great deal of pleasure when your package arrived the other day. It came on the day that I was promoted to Staff Sgt. I don't know how it is, but the monthly packages have always arrived the same day as my promotions. It's happened a couple of times already."

James Hallet Promoted to Corp.

James G. Hallet, Mechanical Helper, Work Equipment Department, New Haven, has been promoted to Corporal, according to a recent letter received by the Backbone Club. He is stationed at Chicago with a Marine Aviation Detachment.

Fireman Barnett Made 2nd Lieut.

Harold C. Barnett, Fireman, New Haven Division, was recently appointed 2nd Lieut. in the Signal Corps after attending Officers' School, Fort Monmouth, N. J., for four months.

Vincent Kuntz Somewhere in South America . . .

Pvt. Vincent L. Kuntz, Sheet Metal Helper at Readville Shops, is now somewhere in South America, according to a recent letter received from him.

Haynes in Southwest Pacific . . .

Pvt. Douglas Haynes, Dining Car Cook, under date of March 14: "I am out here in the Southwest Pacific . . . The heat is our greatest complaint . . . The Red Cross has done a grand job for us. We have movies and music due to them. Give my regards to everyone and let's see how soon we can get back together."

John T. Walsh in India . . .

A card received from John T. Walsh, Timekeeper, New Haven Division, Maintenance of Way Department, dated March 26, shows him to be in India. His Christmas box had just reached him and he says:

"Cigarettes are fast becoming a luxury here and American cigarettes are literally worth their weight in gold."

Charles Teed in England . . .

Charles R. Teed, Freight Flagman, Hartford Division, writing from somewhere in England, under date of March 22:

"I believe all the boys of the New Haven Railroad in service appreciate the company's cooperation in sending us ALONG THE LINE and the Christmas gift. Would like to be remembered to the boys of the Hartford Division Trainmen some time through the magazine."

Glad to Be Back Again . . .

Larry Wheeler, Clerk in the Aud. of Rev. Dept., has received an honorable discharge from the Army and is returning to work again. He enlisted September 5, went to Camp Devens, Atlantic City, Patterson Field, Wright Field and qualified for Radio-Parachute School of Training, but on December 5 was taken out of combat duty because the Air Force wants younger men. "I received my ALONG THE LINE every month and passed it on to the rest of the soldiers," said Wheeler in a recent letter, "whose praise and thoughts reached the heavens and the Officers and all on the Staff at Air Service Command spoke highly of it."

John Carroll in North Africa . . .

Pvt. John P. Carroll, Sheet Metal Helper, Readville Shops, is somewhere in North Africa, according to a post card received from him, dated March 21.

Kelly in England . . .

Pvt. John J. Kelly, Laborer, Boston Mechanical Department, is in a Fighter Group of the Air Force stationed somewhere in England, according to a letter received from him, dated March 17.

Colored Women's Section Gang

Writing from Fort Wayne, Ind., Corp. Carl J. Neibel, Signal Helper, who is with a Railway Oper. Bn., says:

"Well, believe it or not, I have seen the latest. Here at Fort Wayne they have an all colored women's section gang, with a white man for Foreman. Besides, they have two girls in the Signal gang."

With Engineers in Hawaii . . .

Vincent A. Centrella, Machinist Helper, Boston Division, writing from the Hawaiian Islands, under date of March 26:

"I miss the old gang I worked with very much and it feels good to receive something like this to remember them by (the company's Christmas package). I am now in the Engineers' Maintenance Co."

Hair Turned Gray Overnight

Donald White, son of Arthur J. White, Piper at Southampton St. Engine House, recuperating at a Naval rest camp at Asheville, N. C., is a veteran at the age of 19, with a streak of gray in his hair which came overnight as a result of his experience when his ship, the transport "Tasker H. Bliss," was torpedoed under him during the attack and occupation of Fedala, near Casablanca.

"I was manning an anti-aircraft gun on the afternoon of November 12," young White related. "We had been fighting three days off Casablanca, when suddenly everything went black. Ten days after I woke up on board a ship headed back for the United States. I had a fractured skull, concussion, some paralyzed nerves, injuries to both eyes, and something wrong with my back, along with a mess of smaller injuries and abrasions.

"But, as for a story of the battle, I have been trying for months to find out what happened and who saved me. But I am trying to get well as fast as possible so I can get back and take another crack at them!"

Ed Levesque in Aviation Machinists' School . . .

Writing from Jacksonville, Florida, in March, Edward C. Levesque, Clerk, in the Auditor of Revenue Department, says:

"I am in school here, learning to be an Aviation Machinist's Mate, and I am determined to get all I can out of the course. This course is invaluable. I consider myself very lucky to be here because it is considered one of the best Aviation Machinists' Schools in the world so I am spending all my spare time with my nose in a book."

Reported Dead, Is Alive . . .

In our March issue we reported with deep regret the death of Daniel F. Mahoney, son of Machinist James J. Mahoney, of Southampton St. Engine House. Now we are equally happy to report a subsequent telegram which Mr. Mahoney received from Lt. Gen. Holcomb, Commanding General of the U. S. Marines, explaining that young Dan had been reported dead erroneously, owing to a similarity of names in compiling the casualty list. The welcome telegram arrived on Easter Saturday. Dan has two brothers, Thomas E., and James J., Jr., also in the Armed Forces.

Gause in Australia . . .

Pvt. James T. Gause, Jr., Dining Car Cook, writes on April 4th: "I am here in Australia doing as well as can be expected. A few days ago I received a Christmas package, and a card from Mr. Swain . . . The package was in good condition and the boys here and I enjoyed it. Give my regards to all the office."

1. Everett L. Montgomery, Car Cleaner, Boston Division.

2-3. John and William A. O'Brien, sons of Fireman Joseph O'Brien, 1st trick, 3-Yard, Boston Frt. Ter'l. John is Pharmacist's Mate 2/c, and William Pharmacist's Mate 3/c.

4. Joseph Walker, son of Yd. Brakeman Herbert Walker, is attending Officers' Training School in the South.

5. Robert John Neill, Machinist Helper, Readville Shops.

6. Francis E. McDonough, Clerk, Boston Div. Oprg. Dept., is at Clovis, N. Mex.

7. Fred B. Duffy, Yard Brakeman, Bos. Frt. Ter'l.

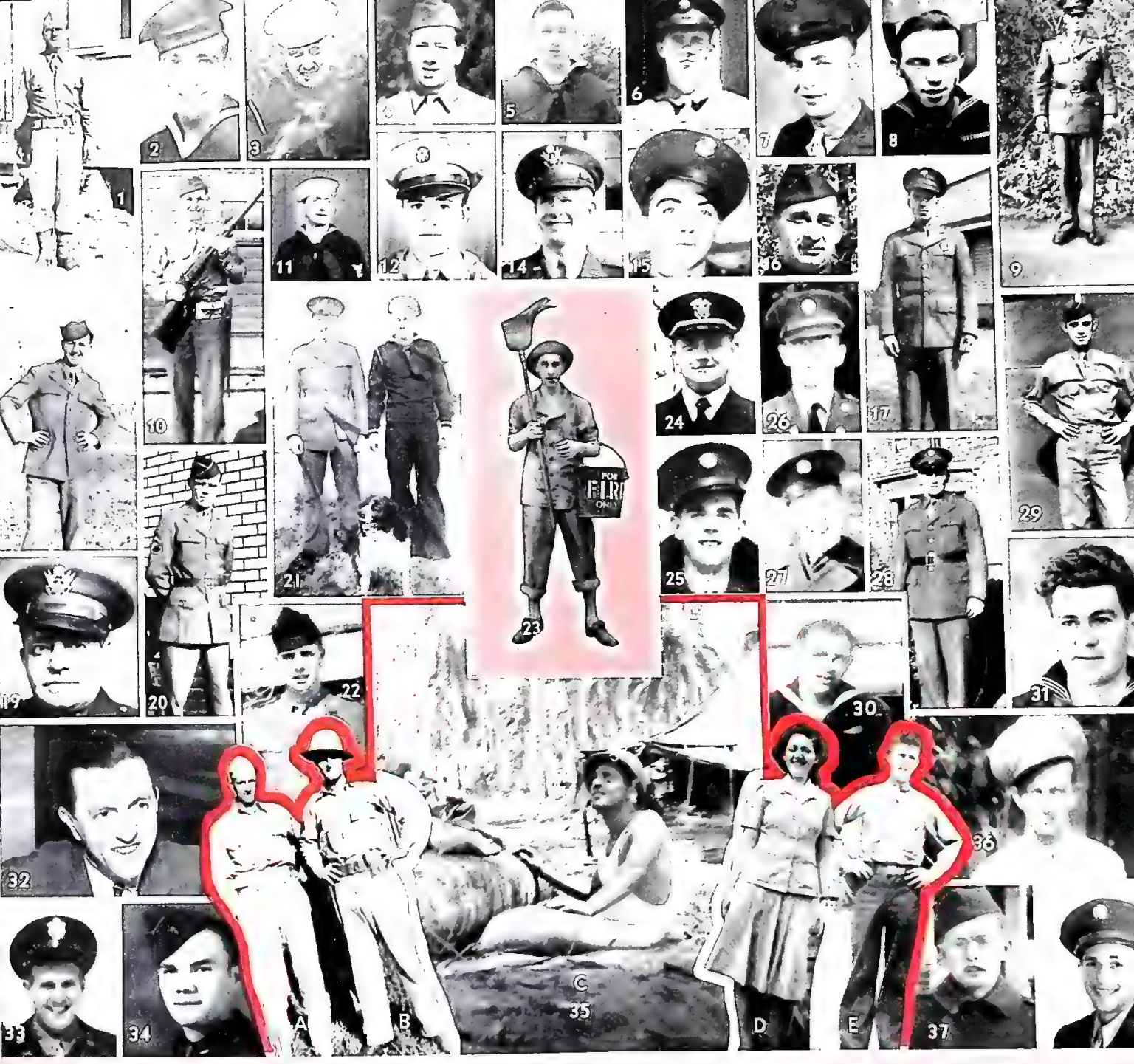
8. J. P. Kelly, Carman Apprentice, Readville Shops, who is with the Coast Guard, had this picture taken in the International Cafe at Capetown, So. Africa.

9. Crpl. Harry Neuweiler, New Haven Division Brakeman, at Ft. Belvoir, Va.

10. Crpl. LaRoy F. Connell, Box Packer, Maybrook Car Dept., with Coast Guard at Camp Davis, N. C.

11. James S. Tropp, New Haven Div. Painter, is with the Seabees, with a San Francisco Fleet P. O. address.

12. Crpl. Ettorino F. Casciano, Yard Condr., Bos. Div., is with the Air Force at Del Rio, Tex.



14. Lt. Walter P. Githens, son of N. H. Div. Fireman W. P. Githens, and whose mother works in the Dining Car Dept., is stationed at Seattle, Wash.

15. Pvt. Geo. E. Humeston, Sig. Hlpr., Danbury, son of Machinist George K. Humeston and grandson of Machinist George R. Humeston, is at Fort Bliss, Tex.

16. Crpl. Carl J. Neibel, Sig. Hlpr., N. H. Div., is with Lt. Col. "Bill" Carr's 729th Ry. Batt.

17. Pvt. Walter LeGrand, son of Asst. Ch. Rate Clk. Harry LeGrand, Passgr. Traf. Dept., Boston, is in Bakers' and Cooks' School at Camp Lee, Va.

18. Pvt. Robert T. Gilhuly, Sig. Hlpr., New Haven, is with a Bomb Squadron at Key Field, Miss.

19. Major Dwight V. Gearwar, Mech. Supt., N.E.T. Co., is Chief of Automotive Maint. Sect., Ordnance Branch, 1st Service Command, Boston.

20. Sgt. J. J. Walsh, N. H. Div. SS. Operator.

21. David T. Crawshaw, Southampton St. Laborer, and Gilbert R. Crawshaw, Engine Preparer, Framingham Eng. Hse., both sons of Old Colony Roster Engineer Stanley Crawshaw. David is in the Submarine Service and Gilbert in the Coast Artillery.

22. Staff Sgt. Wm. O. Partridge, Jr., son of Passenger Trainman W. O. Partridge.

23. Eric Arthur Pilcher, Car Inspr., Oak Point, is at Ft. Jackson, S. C., but looks all ready to "swab the deck." Two brothers also are in the Armed Forces.

24. Lt. (J.G.) George Murray, former Yard Clerk, Boston. Attended Law School while working the 2nd trick, passed Bar in 1933, became Boston City Councilor in 1936, Pres. of Boston City Council, and Acting Mayor of Boston in 1939. His father, Dennis Murray, is a retired New Haven R.R. man.

25. Crpl. John F. Sullivan, Signal Hlpr., New Haven Div., is at Ft. Belvoir, Va.

26. Pvt. John Coyle, Clerk, Frt. Traf. Dept., Boston, recently returned from active duty in the So. Pacific, and is now at Nichols General Hospital, Louisville, Ky.

27. Sgt. Thomas J. Sheehan, N. H. Div. Flagman, is in the Coast Artillery, Ft. Miles, Del. He was formerly at Maybrook Eng. Hse.

28. Pvt. John P. Carroll, Sheet Metal Hlpr., Readville Shops, is in North Africa.

29. 1st Sgt. Lawrence R. Milazzo, Stenographer-Clerk, N. H. Div., was promoted to Master Sgt., at Army Air Base, Harvard, Neb.

30. William C. Morse, Track Laborer, Boston Div., is with the Seabees in New Caledonia.

31. Seaman 2/c Paul Gilbert, Jr., son of Operator Paul Gilbert, Franklin, Mass., was at Casablanca, last report.

32. 2nd Lieut. Carl D. Schmidt, Statistical Clk. to Asst. to V. P. (Traffic), is with the Transport Corps, Service & Supply Div., Army Base, Boston.

33. Lt. F. A. MacIsaac, Patrolman, Police Dept., is at Ft. Jackson, S. C.

34. Pvt. Thomas S. Lanahan, Jr., Machinist Apprentice, Van Nest, son of Foreman Lanahan, is somewhere overseas.

35. The Morash family certainly is in the war! Trainman James A. Morash, New Haven Division, is helping keep the wheels rolling here at home, while others of his family are (A and B) George and Henry, snapped at New Caledonia, and (C) Charles pictured on Guadalcanal— all three of whom have been decorated "for meritorious and conspicuous service"; (D) Anna, who is just graduating as an Army Nurse and (E) Joseph, who recently finished Paratroop training.

36. Pvt. Everett J. Hearson, Boston Div. Yd. Brakeman, is in an Anti-Aircraft outfit somewhere overseas.

37. Ed. Ahaesy, Clerk, Worcester Freight, is attending Army Radio School at Omaha, Neb.

38. Pvt. Gabriel Pacilico, of Harlem River Freight, is in the Air Corps at Miami Beach, Fla.

Our Men in the Armed Forces

1. Warren Light, Machinist Hlpr., Southampton St. Eng. Hse., is at Naval Pre-Flight School, Athens, Ga.

2. Charles E. Jones, son of Supt. Car Maint. B. R. Jones, is at Camp Robinson, Ark., where he has won honors for marksmanship. Charles worked at Cedar Hill Car Yd. two school vacations.

3. Henry "Hank" Schmaelzle, Typist, Mgr. Personnel, is Seaman 2nd Class, stationed in Virginia.

4. Arthur L. Eaton, Jr., son of Conductor Eaton, Providence, was in North Africa at last accounts.

5. Albert Hampton, son of Boilermaker Fore. Arthur C. Hampton, Southampton St., is in Texas training for aerial gunner.

6. Cprl. R. J. Roach is in a cavalry unit stationed at Ft. George Meade, Md.

7. Cprl. John Guarascio, Machinist Helper, Van Nest, is in an Armored Regiment, with an A.P.O. address c/o Postmaster, Los Angeles. His wife, Madeline, is working as Machinist Helper in his place.

8. John D. Aumen, Jr., Mo.M.M. 2/c in the Coast Guard, stationed at Staten Island, is son of John Aumen, Bureau Head, Aud. Frt. Rcts., N.E.T. Co.

9. Paul J. Massey, Stenographer, Sales & Traf. Devel. Dept., has completed basic training at Great Lakes, Ill.

10. Cprl. Norman J. Barnes, son of Hart. Div. Frt. Condr., Peter Barnes, is in Australia. He is 6' 6" and wears a 13 shoe!

11. Ellen Thorpe, Comptometer Operator, Bullard Building, New Haven, joined the WAAC and left for Ft. Oglethorpe, Ga., April 13.

12. Ralph Williams, Lighter Captain, Marine Dept., is at Ft. Brady, Sault Ste. Marie, Mich.

14. Robert Eichholtz, Messenger, Maybrook Yards, recently received his rating as 2nd Class Petty Officer. He is at Battle Creek, Mich.

15. Cprl. Herbert M. Simms, Dining Car Steward, is at Camp Maxey, Tex.

16. Paul Hoffman, Dining Car Steward, is at Flushing, N. Y.

17. James Eugene Araby, Machinist Hlpr., Readville, was stationed at Camp Barkley, Tex., at last accounts.

18. James J. Matthews, Clerk-Stenographer, Operating V. P. Office, New Haven, is at Quonset Pt.

19. Pvt. 1/c Nelson Cormier, Storehouse Trucker, Chas. St. Eng. Hse., is at Camp Breckenridge, Ky.

20. Bartley J. Joyce, Clerk, Boston Div., is somewhere overseas, with a Q. M. Bakery Co.

21. Cprl. Frank E. Dodd, is a third son of Mech. Inspr. Henry A. Dodd (E. Hart. Enginehouse) in the service. Pictures of Oliver and Charles, in England and Africa respectively, were printed in Sept. issue. Dad's picture also will be found down below (No. 32).

22. Cprl. Samuel Guittar, Patrolman, Police Dept., Boston, is at Bradley Field, Conn.

23. Cprl. Dominick Formichella, Stenographer-Clerk, Division Acct., New Haven, has been in North Africa many months. Brother Tommy is in Aud. of Dis. Dept.

24. Pvt. J. J. Sullivan, Signal Hlpr., E. B. Hump, Ced. Hill, is at Drew Field, Tampa, Fla.

25. Pvt. 1/c Vincent L. Kuntz, Sheet Metal Hlpr., Readville Car Shops, is "somewhere in South America."

26. Sgt. Harold E. Gaffney, Clk., Mech. Dept.,

EXECUTIVE DEPARTMENT

Howard M. Gomez, who has worked in Vice President Russell's office at Boston since 1920 as Stenographer, Traveling Secretary and Chief Clerk, has been transferred to the Office of Trustees and President at New Haven as Assistant Chief Clerk. Howard has many friends in New Haven, as he worked there during the last war in the Office of the Federal Manager. He has been with the Company since 1913.

Joseph J. Coady, Stenographer-Clerk in the Trustees' Office, has been called into military service and has been assigned to the Air Corps. His friends can reach him by writing to the Hotel Commonwealth, Boston, where he is presently stationed.

JOHN F. LARKIN

GENERAL MECHANICAL DEPT.

Corp. **Wallace B. Dorain**, son of **Hugh A. Dorain**, Statistical Clerk, is studying to be an X-ray Technician in U. S. Army Air Corps at Fitzsimons General Hospital, Denver, Colo. He was E. J. Pearson scholar at Yale in 1942.

Wayne M. Parks, former Elec. Inspector, is now a Captain in the Chemical Warfare Division of the Army and is instructing in Alabama.

JOSEPH F. DRAY

GENERAL STORES

F. I. Foley, our General Storekeeper, has returned from the New Haven Hospital and is convalescing at his home in West Haven and has the good wishes of all the employees.

Daniel M. Prendergast, Special Traveling Stores Accountant, is a patient in St. Raphael's Hospital, and all look for a speedy recovery and hope he will be back with us again soon.

Earl MacKenzie, our Messenger Boy, has entered the U. S. Army; we all wish him the best of luck.

Helen Stuhlman, Stenographer, on her birthday March 19, became engaged to a lucky fellow by the name of "Jack Wolfe". Congratulations!

Helen Donlon (or "Blondie"), Clerk, and her girl friend, visited her boy friend, stationed at Williamsport, Pa.

Helen Daly, on April 21, celebrated her birthday, receiving many cards.

We welcome back into the service **Edna Tyrrell.**

Ernest L. Anderson, our Chief Hurry Clerk, is out sick with a very severe sore throat. Hope you will be back with us shortly, Ernie.

Easter Greetings have been received from **Ernie Anderson**, son of Chief Hurry Clerk, who is somewhere in England.

CHARLES M. KELLEY

SIGNAL DEPARTMENT

Recent callers at the office were:

Tech. Sgt. John M. Streeter, on a 10-day furlough after two years' service overseas in the South Pacific. John is tanned up like a native.

Sgt. George B. Ford, from the Mississippi Ordnance Plant, Jackson, Miss.

Corp. Carl G. Carlson, who is stationed in Alabama. Carl says the Southern girls are O.K.

Corp. "Cliff" Hermann, who is looking fine but rather weather-beaten. He has been out of the States seven months, where the thermometer dropped to 36 below zero.

Our sympathy to **Henry P. Steinmetz** in his extended illness. We hope you will be back with us soon, "Stiney".

Foreman Whaley and his gang have been transferred to the Hartford Hump for the summer and **Foreman H. Welch** and his gang have gone to Providence to work on the new interlocking at Orms Street and Promenade Street.

Frank H. Launder has resigned to work with High Standard and **George Grannis** has bid in a job in Maintenance. Both men are from **Foreman Beattie's** gang.

New men are **Arthur K. Quinn**, in **Foreman Beattie's** gang, and **Bertram J. Sullivan** in **Foreman Tebbett's** gang.

George Case has returned from an extended leave, spent in Florida, looking much better, and says he is O.K. now.

Our sympathy is extended to the family of **Carl Emil Anderson**, whose recent death was a great shock to his fellow workers.

Men from this department recently entering the service in the Armed Forces are: **William J. Henry**, Signal Helper, and **Raymond H. Vreeland**, Signal Helper.

We welcome back **George B. Ford**, Signal Helper at the Signal Shops, New Haven.

WILLIAM C. WHITE

R. R. POST AMERICAN LEGION

Sincere sympathy is extended by the comrades of the post to **Mrs. Timothy Sullivan** and family on the death of her husband. Comrade **Timothy Sullivan** served in the 26th Division and was a charter member of our post.

Thirty-five hundred poppies will be sold by our members. These memorial poppies are made in government hospitals by disabled veterans who have served for America. The red memorial flowers are shaped in replicas of the poppy of Flanders Field. Hope our R. R. family will secure a poppy from the R. R. Post and wear it in honor of the dead of both conflicts. This will help our R. R. Post carry on its program.

Our Sergeant-at-Arms, **Austin Greene**, has a son doing his bit for the country, serving in the Army.

Our comrade, **Daniel J. Donegan**, has two sons serving the country, **Thomas** being in the Navy, and **Donald** in Merchant Marine service.

Commander **Elwood H. Stewart** and National Defense Chairman Past Commander **Charles M. Kelley** represented our Post as delegates at the National Defense and War Activities Dinner held at the Hotel Taft, April 17. **Charles M. Kelley** and **Gurdon E. Miller** were on the program as color guards.

Our Senior Vice Commander, **Robert L. Ford**, is membership chairman and reports 174 members paid up, that includes 37 new members, six being of World War II.

Hearty congratulations to **Mr. and Mrs. Frank Lawn** (Post Service Officer) on the birth of a son at St. Raphael's Hospital.

Our Service Officer, **Frank Lawn**, reports **Edward Keegan** and **Frank Geer** in Newington Hospital.

Also on the sick list at home are **Jefferson Paris**, **Frank Jordan** and **Raymond Frank.**

Our Past Commander, **James J. Crowley**, has a son doing his bit for the country, serving in the U. S. Marines.

Comrade **Carl Carlson** also has a son serving in the U. S. Marines for his country.

GURDON E. MILLER

STAMFORD TERMINAL

Dominick Gaudio, who is stationed in North Africa, has been promoted to Corporal.

Ralph Pagano, with the U. S. Army, tells us he has been assigned to driving a jeep at Fort Jackson, S. C. Why a jeep he doesn't know, as the only machine he ever ran was a barber's clippers.

Pvt. Albert Greer is stationed at Hunter Field, Ga., and expects to pay us a visit very shortly.

Congratulations to **Pvt. Lester Britto**, stationed at Orlando, Florida. We hear Lester has taken unto himself a wife, and expects to pay us a visit and introduce us to his pride and joy.

Best wishes to **William Thomes**, Yard Conductor, who retired on April 15. We hope he enjoys many more years in health and happiness, and from what we know of "Buck", we believe he will.

ROBERT DeCESARE

BRIDGEPORT

We record with deep regret the passing of **John Ollry**, Freight Agent at Westport, **Norman Murphy**, Clerk at Ansonia Freight Office, and **Howard Wagner**, pensioned Signalman. The sympathy of their many friends goes out to their bereaved families. They will be greatly missed.

Assistant Stationmaster Bloesch, at Bridgeport, back on the job again after a severe illness. Glad to report that **Assistant Stationmaster Neverdusky's** wife, who was also very ill, is on the road to recovery.

No one seems to have escaped this winter. Your correspondent, after trying conclusions with measles and pneumonia in successive months, is willing to call it quits if the bugs are.

Bridge & Building Supervisor Schaefer's merry men have done a paint job on the interior of Bridgeport station that will go down in history. All we need now is lace curtains. Come up and see us some time.

Congratulations to **Agent Bill Hogan**, formerly of Derby-Shelton, on his appointment to the Agency at Poughkeepsie. Poughkeepsie is also to be congratulated. Bill's parting gift to his successor at Derby, **Roger Williams**, was a brand new office, complete with trimmings. Welcome to our midst, Roger.

People with labor problems are referred to Passenger Service Supervisor **Frank Cronan**, one of the New Haven's outstanding entrepreneurs. He picks ticket office talent out of the air.

The General Electric Company, honored recently with the Army-Navy "E", have generously acknowledged, through Vice President Andrews, their indebtedness to the New Haven's contribution to their war effort. **General Yardmaster Hemingway** and **Freight Agent Wood** are taking well-deserved bows.

Ticket Agent Coffey runs one of the busiest ticket offices on the railroad by the simple expedient of being everywhere at once. Lots of people would never think of that.

Mrs. Jessie Graham, Clerk in the Trainmaster's office, back on the job after a siege of throat infection and grippe.

Stationmaster **Peter Hunt**, 60 years in the service and still going strong, is on the job in fair weather and foul, keeping the crowds moving in and out of Bridgeport station. Absenteeism is just a word in the newspapers to him.

CRAIG D. KELLY

DANBURY

P. F. McCarthy, Berkshire Roster Passenger Conductor, is back operating trains 141 and 144 after a serious operation and looks better than ever.

Douglas J. Godfrey, Berkshire Roster Trainman, and son of **Edward "Doc" Godfrey**, Hostler at the Danbury Engine Terminal, has been promoted to Sergeant in the 1st Airdrome Squadron.

Pvt. Robert Newton, son of Engine Dispatcher **"Bert" Newton**, is now serving with the Armed Forces in North Africa.

E. R. Whitson, CNE Engineer, who operated the Poughkeepsie Switcher for the past several years, has applied for pension. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, when he came in contact with the family cat peacefully sleeping on the top cellar step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bart" has become considerably streamlined; however, he looks "in the pink" and feels better than he has in years.

Greetings to the following new employees at Danbury: **H. J. Knapp**, Berkshire Roster Trainman; **G. Parkerton**, Highland Roster Trainman; and **Gordon Burghardt**, Berkshire Roster Trainman.

Best of luck to **Robert W. Kelley**, son of Yardmaster **R. E. Kelley**, who we understand is to be married May 1. **J. R. Lawless**, Berkshire Roster Conductor, who is doggedly clinging to single blessedness, is to be the best man.

Congratulations to **William C. Hogan** on his appointment to Agent at Poughkeepsie, N. Y., in place of **Alvah Fraleigh**, retired.

Congratulations are also in order to **Hyatt Tripp**, CNE Roster Engineer, recently appointed Enginehouse Foreman at Hopewell, N. Y.

THOMAS C. CASEY

N. H., is at Camp Atterbury, Ind.

27. Thomas, Edward, and Charles Taft, sons of Engineer William Taft. Charles is Machinist Hlpr., Prov. Div.

28. John Pearson, son of Vice-Pres. R. L. Pearson, stationed at Camp Sibert, Ala.

29. Peter Iacovone, Gang Foreman, Woodlawn, R. I., and his three military sons: (A) Staff Sgt. Domenic, at Grille Beach, Fla.; (C) Lawrence, Sgt. at Gunter Field, Ala., Maint. Hlpr., Prov. Div.; (D) Pvt. 1/c Oliver, at Johnson Field, N. C.

30. Pvt. C. C. Schlesinger, Messenger, H. R. Frt., is with Photo Sect., Air Corps, at Atlantic City.

31. Joseph Harry Chillington, son of Machinist J. Harry Chillington, Stamford Engine House, is Lt. Colonel in charge of Chaplains on the West Coast.

32. Gen'l Fore. Wm. H. Goodfellow, East Hart. Engine House, greeting Crpl. Robert L. Tuscotte, Boilermaker Hlpr., son of Boilermaker Samuel J. Tuscotte, on leave from Camp Bowie, Tex. At right is Henry A. Dodd, father of three sons in the Armed Forces. (See picture No. 21.)

Roll of Honor

Locomotive Engineer Patrick Joseph Delaney received his half-century service emblem recently at Beacon, N. Y., from Superintendent Paul R. Goulett. Actually, Engineer Delaney completed fifty years of continuous service for the New Haven Railroad back in August last year, but the fact did not come to light until a later date.

Mr. Delaney entered the service August 20, 1892, as a Section Laborer on the old Central New England Railway at West Pine Plains, under Foreman O'Connor. The following month he transferred to Pusher Flagman. In December the same year he transferred as Brakeman for the Poughkeepsie & Eastern Railroad, went firing in March, 1893, and was set up as Engineer April 1, 1896.

Superintendent Paul R. Goulett congratulating Locomotive Engineer Patrick J. Delaney on his half-century of service. Assistant Superintendent John W. Cuineen is on the right.

MAYBROOK CAR DEPT.

Apprentice Seaman Walter O. Davis, Jr., is now in training at Sampson, N. Y., and likes Navy life very much. "Junior" is a Blacksmith's Helper.

Our sympathy to **Leslie Salisbury**, Car Inspector, on the death of his father, a former Erie employee.

Corp. John Favaro still stationed at Camp Lee, Virginia, visited us recently and looks fine.

We were also pleased to see **Master Sergeant Herbert Baehm**, son of Car Inspector, **Peter. "Herb"** has been in Panama for four years in the regular Army and is now entering school "in the States" for further advancement.

Arthur Dewitt, Inspector in the Westbound Dept. Yard, while vacationing with his sister on a farm, was kicked by a horse. That is no way for a railroader to spend a vacation, "Art".

Pvt. Charles Berghoff, AAR Checker on the Eastbound Shop, has completed basic training at Fort Ontario and has been transferred to Utica, N. Y., where he is doing Military Police duty. Charlie recently visited his home in Maybrook on a short furlough.

George Gridley, Carman on the Eastbound Shop, underwent an appendectomy at Horton Memorial Hospital in Middletown and is doing nicely. Speedy recovery, George!

We are glad to welcome back **Arthur B. Coykendall**, Inspector, and **William Atkins**, Carman, after long illnesses.

Myron H. Borst, Jr., Carman Helper on the Eastbound Shop, has been inducted into the Army. Our best wishes go with him.

George Yeager and **Alfred Ruger**, Inspectors, and **Herbert Keane** and **Charles Conklin**, Carmen, have returned to work after a session with "LaGrippe".

Frederick W. Hales, fledgling Car Inspector, was married Easter Sunday to **Kathleen McCurry**, in St. Patrick's Rectory, Newburgh, N. Y. The young folks have our best wishes. "Fred" is the only son of Leader of Inspectors "Bill."

Welcome to new employee **John M. Bodle**, who has taken the job of Motor Truck Operator.

Theodore V. Decker, Car Inspector, and **Roy VanWagner** are on the sick list.

We were sorry to hear of the sudden death of **Samuel Rosenberg**, Clerk in the Trainmaster's Office. We feel we have lost a friend and will miss him on the "Record Desk".

MISS BERYL CROMIE

MAYBROOK ENGINE HOUSE

Recently welcomed as new employees are: **Charles Eitel, George D. Stevens, Antonio J. Garofalo, Cyril C. Nordin, Alton C. Fuller, Ray E. Cheyne, Harry T. Judson** and **William E. Spears. Olin L. Davis** has been reemployed in the labor force. **A. W. Ibbetson**, who was transferred to Cedar Hill Engine House, is back with us.

We extend our sympathy to the family of Toolroom Attendant **Angus Ross, Sr.**, whose death occurred after a brief illness.

Recent lucky vacationers are **J. P. Pierson, C. P. Oldham, A. Snekrate, E. W. Miller, H. DeGraw, J. S. Hepper, E. F. Schmidt**, and **N. H. Willis.**

Our contributions to the Armed Forces since January 1 are **George M. Johnston, Joseph V. Lambach, William G. Nixon, William V. Maher, Walter Boyd, Frank DeRosa, Jr.** and **Allen A. Oldham.**

We feel proud that every employee at Maybrook Engine House has subscribed to the purchase of War Savings Bonds through the Payroll Deduction Plan. We expect to keep our quota up to the 100% mark.

Our heartfelt sympathy is extended to the family of **William J. Brehm**, Brakeman, who died suddenly. A fund of $127 was raised and presented to the family.

The following boys on furlough visited the terminal: **Thomas Sheehan, Arthur Malley**, and **George Griecwick**, all of the Army; and **Bernie Henry, Allister Kraushaas, Kenneth Kraushaas, John Morris**, and **Leonard Ruger**, all of the Navy.

The boys all have the Spearing Fever. **Fred Gilespie, Arthur Roney**, and **George Gilespie** have all been indulging in the sport, but Fred's one sucker only catch yet.

George Stickney says he's going to sneak up on some trout and bring me home a mess of them.

Melvin Gardner is covering a night job at present, but will soon come back on the day-shift.

Tom Blanchard says he's going to Burnside to catch some fish. We wish you luck, Tom.

All the boys wish a speedy recovery for **Kenneth Verity**, who is off on sick leave.

Leonard Ruger is raising some chickens. The boys know where to buy broilers now. Don't rush, boys, they are only chicks as yet.

HARRY DAWSON

WATERBURY

As a result of recent bids, Engineer **Edward Curley** is now on the Naugatuck Road Switcher, Engineer **Charles Clark** on the Waterbury-Plainville Local, and Engineer **Walter Meehan** on the 1:00 P. M. Road Switcher.

The following Firemen have been promoted to Engineers: **Daniel P. Flahive, James J. McNamara**, assigned to Cedar Hill spare board. These men have had some 25 years' experience as Engineers and Firemen.

J. J. Shanahan, a former Locomotive Fireman, has been re-employed as Hostler at Waterbury Engine House.

Engineer **Ralph Morton** has returned to cover his runs between Hartford and Bridgeport, after being ill with the grip.

Agent **R. G. Freeman**, Beacon Falls, has returned after a few days of sickness.

Trainmaster **Timothy S. O'Leary** was laid up for a short time with the grip.

Edson M. Allen has been employed as Messenger in Waterbury freight office. He is a grandson of retired Chief Clerk **E. M. Allen.**

Jeremiah Hanlon has been employed as janitor in Waterbury passenger station in place of **John O'Brien**, resigned.

John J. Foley and **Robert A. Williams**, two of the newer Yard Brakemen, have resigned to take employment elsewhere.

Roland Gauvin, son of **Roland Gauvin**, Yard Brakeman, is a bombardier in the U. S. Air Service.

Gustave Miller, Chief Clerk B.&B. Department, Waterbury, was a recent visitor from the U. S. Naval Station, Newport, R. I., where he has been in the service for some months. All his friends were pleased to see him. He looked well and was in fine physical condition.

James P. Dolan, Car Inspector, has enlisted in the Navy and was last heard from at Williamsburg, Va.

William A. Gladding, Car Inspector Helper, a son of **Allie W. Gladding**, Fireman, is now with the Marines in South Carolina.

Private **Thomas McEvoy**, engine house Fire Tender, now in the U. S. Army, had a few days in Waterbury on furlough and gave his friends a good pep talk on Army life which in his opinion is perfect.

Corporal **William Gow**, Car Dept. employee, recently returned for a few days on furlough. All his friends enjoyed seeing him again.

John Glutch, Steam Tender and Fire Cleaner, is now in the Army and will be missed by his many friends. This man has been in many parts of the world and is also an accomplished violinist.

George A. Sayles, Yard Brakeman, has resigned to take up supervision of a farm in Southwick, Mass.

John Shea, who has been in the service, has recently been released from the Army and will return to the Railroad as a Car Inspector. He has lately been in Texas.

Roland Lynch, Carman's Helper and spare Car Inspector, has been inducted into the United States Army.

Passenger Conductor **William H. Callaghan** is applying for retirement after many years of loyal and efficient service. He will be missed by the host of friends who have traveled on his trains. Mr. Callaghan had a happy faculty of handling difficult matters with diplomacy. He is one of nine brothers who in their younger days, or before they were married, had a Ball Team of their own. Bill Callaghan is a 50-year man, having entered the service October 10, 1890, and with a seniority as Passenger Conductor from July 10, 1906.

Fireman **John J. Felth** has been inducted into the U. S. Armed Forces and will leave Waterbury shortly with the best wishes of his many friends.

JOHN F. TIDGEWELL

HARTFORD DIVISION

Willard H. Putnam, Train Baggagemaster, Hartford Roster, has resigned. Entered the service as Yard Brakeman at Hartford April 17, 1941.

Richard T. Lambert has returned home from Boston Hospital and is resting up at his home at Forestville, Conn.

Entered the Service: **Leo P. Barden**, Information Clerk, Hartford, Conn.; **Edward A. Morgan**, Stenographer, Superintendent's Office; **Raymond F. Martin**, Clerk, Holyoke Freight.

ALEXANDER G. KEAN

HARTFORD CAR DEPT.

The following new Car Cleaners were employed: **Katherine Bura, Marie Vincent, James Merideth.**

Carmen Helpers: **Alexander Violett, Richard Clark, Daniel Macali, Samuel Gesuelle, Adam Wisniewski.**

Laborers: **Ike Smith, Melvin Terry.**

The following have been inducted into the Army: **James Orsini**, Car Cleaner; **Henry Donahue**, Car Cleaner; **Frank Dallesander**, Carman Helper; **Harry F. Stone**, Car Cleaner.

Alfred L. Elwin has joined the Sea Bees of the U. S. Navy.

Mitchell Mills, Air Compressor Attendant, who has been off sick for six months, has returned to work as fit as a fiddle.

Norman Cowles, son of **Foreman Cowles**, and employed here, was inducted into the U. S. Army.

Ben. P. Gippert, our Leader at the repair track, has started his week's vacation and he is making new additions to his chicken houses. He intends to supply everyone that works on the repair track.

Kasmierz Kaprol, Car Inspector, now in the Army, paid us a visit and looks in good shape. He gives his regards to all the boys.

We heard that **Thomas Kennedy**, Car Inspector, U. S. Marines, was home for a few days and that he sends all the boys his regards.

V. J. DELLARIPA

HARTFORD DIVISION—MAINT. OF WAY

Edward Cummings, Chainman, and **James Connelly**, Maint. Helper in the Drafting Room, have been called for duty at Fort Devens.

The fellows in the Drafting Room have received an invitation at last to **Philip Navin's** wedding. Phil, former Inspector, will be married April 17 at St. Joseph's Cathedral, Hartford.

Pv.f.c. Dudley Birmingham, furloughed A.F.E. Clerk, paid a visit to the office while on leave from Camp Murphy, Fla. "Dud" sure looks fine and his only complaint is that the weather is too hot.

1st Lieut. Chester Harris, Inspector, dropped in recently while on home leave. Chet is now a bomber Pilot, stationed at Myrtle Beach, N. C., and he has over 500 flying hours.

Inspector **Dick Wright** has entered the Navy as an Ensign in the C-Bs.

1st Lieut. Fred Kroll, furloughed Signal Maintainer, was married in New Haven on March 20.

Another wedding which was of interest was that of **1st Lieut. Anthony D'Angelo**, furloughed Track Foreman, on March 27, at Hartford.

Lts. Kroll and **D'Angelo** are now stationed at Fort Wayne, Ind., with "Bill" Carr's outfit.

Joseph Roach, Signal Helper, has been transferred from Newport Naval base to an Electrical Naval School in Tennessee.

All were glad to welcome **B&B Supervisor Andrew G. McKay** back after his recent illness, and we all hope that he will continue to improve.

Asst. Div. Engr. Raymond J. Bieth has also returned after a period of illness and the welcome mat was also out for him.

Charles Warren, Maintenance Signal Foreman, has been having trouble getting a pair of rubber boots for trout fishing. Charlie thinks that he will have to wait for warmer weather so that he can go in wading after them.

GEORGE E. DELAND

EAST HARTFORD

John J. Roche, Machinist Helper, has been honorably discharged from the Army after a year's induction.

Sympathy is extended to family of Pensioner **Michael Chester**, for the loss of his wife, the mother of Foreman **Raymond Chester, Harry Chester**, Electrician, grandmother of **Raymond M. Chester**, Machinist Apprentice, now in the U. S. Coast Guard, and mother-in-law of Correspondent **V. J. Dellaripa**, ARA Clerk, Hartford.

Sympathy is also extended to **Mrs. Francis**, for the loss of her husband, **George W.**, Stationary Fireman, who had been out of service and ill since November 4.

New additions to our employ:

A. J. Vignone, Machinist Helper, son of Stationary Fireman **Anthony Vignone**; **Joseph Patz** and **John D'Amigo**, Sheet Metal Helpers; **Joseph Kostuik**, Boilermaker Helper; **Klem Belan**, Blacksmith Helper; **Adam Aiken** and **John Winfield**, Laborers.

Recent resignations:

Martin C. Jackson, Boilermaker Helper and **Emil Laflamme**, Sheet Metal Worker, returned to the B&A Railroad.

Harry W. Conant returned to service as Hostler, after an absence of about 15 years; former Midland and Shore Line roster Fireman.

Paul Lupion, Sheet Metal Helper and **Thomas J. Perrone**, Boilermaker Helper, recently inducted in the U. S. Army.

Harvey W. Green, Boilermaker, has returned to this point from Waterbury, after an absence of about four months.

Robert L. Turcotte, Boilermaker Helper, paid us a recent visit in his natty Air Corps uniform. Bob certainly looked like the picture of health, evidently the Texas air agreed with him. He is the son of Boilermaker **Sam Turcotte.**

Allen Goodwin, son of Carpenter **Earl Goodwin**, recently was promoted to Machinist Apprentice.

Ray C. ("Commodore") Carey, our useful Production Board Clerk, is welcomed back to work; was laid up with grippe.

Fred Perrone, Stationary Fireman Assistant, off sick since March 12, has been notified by his physician that he would not be able to resume further employment and is applying for annuity.

Well, well, **Eileen Chadwick**, Clerk in Stores Department, received a handsome sparkler from her boy friend while home on a furlough. Any date set, Eileen?

Congratulations to our Painter, **Philip Arcari**, the father of baby girl recently.

Bill Powers, of the Stores Department, brought in some parsnips he raised, as large as squash. Bill is quite a farmer and gives the boys valuable tips handling the soil.

Mrs. Wm. J. McAuliffe, wife of our Labor Foreman **Bill ("Goose") McAuliffe**, is now home after going through a grave operation. All the boys wish you good luck, Bill, and of course, that includes the Mrs.

Piper **John R. Colpitts'** son, **Junior**, has just returned on furlough from duty overseas. The Navy is certainly doing him justice.

Capt. James Hamilton, Mechanical Inspector, is overseas, unknown location.

George D. Johnson, Sheet Metal Helper, son of our Boiler Foreman, **Ed. Johnson**, has received an induction notice. George may be wearing his uniform by the time this appears in print.

Mechanical Inspector **H. A. Dodd** received six letters from across at one time from his two sons, in England and Africa.

It's good to see our F.M.I. Foreman, **George R. Davies**, back on the job. George was also laid up with the grippe.

THOMAS DALLESANDER

SPRINGFIELD CAR DEPT.

Pvt. Rosario Lussier has been honorably discharged from the U. S. Army and has resumed his duties as Coach Cleaner.

New employees welcomed into the ranks are **Edward Chadwick** and **Walter Skiffington**, Coach Cleaners.

Remelia Brown, Coach Cleaner, has resigned and returned to her home town, Plainfield, Ct.

The following have enjoyed their annual vacations during the past month: **William DeWitt, Edward Rice**, Coach Cleaners; **John Staples, John Moore, John Bradley**, Car Inspectors; and **Phillip Ford**, Electrician Helper.

Car Inspector **John Staples** has been awarded the "relief" job and will fill in on the vacation vacancies.

Coach Cleaners **Eva Marcelina** and **Alyce Moran** have returned to work, having been off ill.

Coach Cleaner **Frances Smile** is recuperating from a recent operation.

DONALD J. DEVLIN

SPRINGFIELD YARD AND FREIGHT HOUSE

We regret to announce the death of **Michael F. "Mike" Davis**, who passed away April 12 after a short illness. Age 75, and retired on pension in 1941, Mr. Davis was the oldest employee in point of service at Springfield Yard, having been associated with the New Haven Railroad since April, 1909, when he started as a Bulk Yard Clerk. Since that time he has held positions as Yard Clerk, Assistant Yardmaster, and at the time of his retirement to accept pension, was Chief Clerk to General Yardmaster **J. W. Falvey** in Yard 3 Office, Springfield. "Mike" Davis was well known throughout the New Haven family, and was especially noted for his keen sense of humor and his ability to make and hold friends. Mr. Davis was the father of **William F. Davis**, third trick Yard Clerk at Yard 1 Office, and the heartfelt sympathy of all the personnel at Springfield goes out to "Bill" at this time.

Recent additions to Yard 1 Yard Brakemen Board include **Alexander G. Thomson, Leon J. Terault** and **George F. Stanley**, whom we welcome to our midst.

Yard Conductor **"Ed" Bender** has returned to work after recuperating from his recent injury and appears to be as good as new. We are also anticipating the return of Yard Brakeman **Hans Jensen**, who was hurt about the same time as Bender. Lampman **A. J. Hussey** is still on the sidelines as a result of his hernia operation. Yard Brakeman **Douglas F. Carr** is filling in on Hussey's job until such time as Carr is able to resume active duty as Yard Brakeman due to a recent operation.

Yard 3 reports the addition of Yard Clerk **G. Mohan**, transferred from Harlem River, also the return of Yard Clerk **Ernest Wilkie** to service in Yard 3.

CLARKE T. PARSONS

WORCESTER YARD

Ernest Wakefield, Yard Brakeman, who has been off ill for some time, has again reported for work. Welcome back, Ernie!

John Clark, Yard Clerk, is welcomed back to work after recuperating from a major operation.

Yard Clerk **John Hall** has joined the Army and, when last heard from, was headed West to some Army base.

Yardmaster **Fred W. Lester** has returned to work, after being on the sick list for two weeks.

We extend our sympathy to **Rene Monette** in the recent death of his brother.

We regret to report that **Tom Redmont**, Janitor, is quite ill and hospitalized. Here's hoping to see you soon back on the job, Tom.

Clerk **Alice Nugent** is a newcomer to our yard.

Recent visitors **Roland Rudberg** and **Martin Prendergast**, two of Uncle Sam's fighting men, looked the picture of health and said they liked Army life very well.

Franky McCann is happy these days. Why? He's the proud father of a new baby boy. Congratulations, Frank.

Soldier **Billy Duggan**, who is in the Coast Artillery Anti-Aircraft Division, is hospitalized at Camp Edwards.

Wesly Rushford, Yard Brakeman, who has been off through injuries for some time, paid us a visit recently.

Letters from our fighting men this month: **John Chandley** in Africa and **Austin Kneeland** on the West coast.

JAMES F. McGRATH

WORCESTER FREIGHT

Johnnie Mastro, of the Freight House, is stationed at Fort Jackson, S. C., and **Dannie Foley** (Rose O'Day) has been transferred to Memphis, Tenn. **Steve Bumbly** writes us from Africa and so does **Walter O'Malley.** Steve comes from the Freight House and Walter from the Freight Office.

Elizabeth Clare and **Helen Desjourdy** are planning on spending their vacation at **Charlie Arnold's** farm at Still River.

Albert St. Martin and **Frank Donnelly**, of the Freight House, were in New York for the last two weeks on their annual vacation.

James F. McGrath, Yard Clerk, will leave the latter part of the month to be our delegate to the Grand Lodge Convention of the Brotherhood of Railway Clerks at St. Louis, Mo.

John O'Connor and **Morris Goldenberg** went down to New York for the opening of the circus.

Lest We Forget

WILLIAM THOMAS ALLEN, Signal Station Operator, South Braintree Junction. Born April 19, 1875, at South Weymouth, Mass. Entered service May 24, 1896. Died April 14.

FREDERICK BUTLER, Patrolman, Police Dept., New London. Born February 5, 1895, at Old Saybrook. Entered service September 9, 1942. Died April 9.

ALBERT FELIX CADRAN, B&B Carpenter, Readville. Born September 18, 1882, at Biddeford, Maine. Entered service September 26, 1925. Died March 29.

ALFONZO COLONESE, Laborer, Transportation Dept., New Haven Division. Born May 19, 1884, in Italy. Entered service January 28, 1938. Died March 28.

PATRICK CONNOLLY, Work Train Laborer, Berlin, Conn. Born June 12, 1899, in Ireland. Entered service October 21, 1941. Died March 31.

MICHAEL F. DAVIS, of Springfield, Mass., retired Chief Yard Clerk. Born September 29, 1872. Entered the service August 3, 1909. Retired September 18, 1941. Died April 12.

ARCHIE DANIEL DEWITT, Telegrapher, New York Division. Born January 31, 1872, at Chemung, N. Y. Entered service November 5, 1912. Died April 4.

WARREN REED EARLE, retired Freight Conductor, Providence Division. Born November 13, 1883, at Canton, Mass. Entered service May 11, 1905. Retired November 5, 1942. Died March 21.

GEORGE COTTER GEDDES, JR., Engineer, Old Colony Division. Born November 20, 1880, at New Bedford, Mass. Entered service March 29, 1900. Died April 3.

SADIE HELEN GIBBONS, Telephone Operator, ET&C Dept., Hartford. Born May 28, 1893, at Springfield, Mass. Entered service August 17, 1917. Died April 16.

GUISEPPE GISO, Engine Preparer, Boston Division. Born January 8, 1879, in Italy. Entered service November 23, 1917. Died April 2.

JOHN JOSEPH HIGGINS, Clerk, Transportation Dept., Boston Division. Born September 17, 1883, at Boyle County, Ireland. Entered service July 16, 1905. Died October 27.

CHRISTOPHER THOMAS KEELEY, Yard Brakeman, Oak Point. Born August 28, 1891, at Somerville, Mass. Entered service May 20, 1920. Died March 30.

JULIUS FRANCIS KOEHLER, Chief Clerk, Providence Division. Born November 12, 1884, at Lawrence, Mass. Entered service December 4, 1905. Died April 13.

MOSES LARROW, of Vergennes, Vermont, retired Car Repairer, Readville. Born May 26, 1852, at St. John, New Brunswick. Entered service December 12, 1911. Retired May 19, 1937. Died April 2.

WILLIAM LAWRENCE LEAHY, Chief Revision Clerk, Auditor of Freight, New Haven. Born December 6, 1872, at Portland, Conn. Entered service August 5, 1894. Died April 8.

GEORGE B. LEWIS, of Forestville, Conn., retired Check Clerk, Hartford Parcel Room. Born October 17, 1876. Entered service November 12, 1920. Retired October 19, 1942. Died April 12.

FRANK RICHARD LOCKWOOD, Crossingman, New Haven Division. Born March 26, 1891, at Wilton, Conn. Entered service July 23, 1937. Died March 27.

HENRY GRANT LYONS, of Fort Lee, N. J., retired Engineer, Marine Dept., Harlem River. Born February 23, 1864, at Fort Lee. Entered service April 10, 1889. Retired January 23, 1940. Died April 1.

PERCY MACNICHOLL, Clerk, Freight Traffic Dept., Boston. Born February 20, 1884, at Cutchogue, N. Y. Entered service in May, 1907. Died March 29.

JOSEPH MICHAEL MALLOY, of Wood River Junction, R. I., retired Station Agent, Providence Division. Born June 26, 1888, at Manchester, Conn. Entered service August 13, 1909. Retired March 25, 1942. Died March 31.

WILLIAM WALTER MALONEY, Turntable Operator, New Haven Division. Born June 19, 1892, at New Haven. Entered service April 13, 1932. Died March 26.

THOMAS FRANCIS MASON, Track Patrol, New York Connecting Railroad. Born June 11, 1892, in Ireland. Entered service August 31, 1932. Died April 10.

JOHN JOSEPH McAFEE, Machinist, Southampton Street, Boston. Born June 24, 1889, at Dorchester, Mass. Entered service April 19, 1923. Died April 30.

JOHN JOSEPH McKELVEY, Special Claim Agent, Law Dept. Born October 9, 1885, at New York City. Entered service August 14, 1905. Died March 19.

ARTHUR LEO MIDDLETON, Machinist Helper, Southampton St. Born February 18, 1885, at East Boston, Mass. Entered service July 10, 1909. Died March 29.

JOHN GEORGE NEIBEL, Maintenance Signal Foreman, Harlem River. Born November 17, 1876, at Hoboken, N. J. Entered service December 1, 1908. Died May 3.

DANIEL JOSEPH O'BRIEN, Laborer, Mechanical Dept., Cedar Hill. Born January 4, 1888, at Bridgeport, Conn. Entered service February 23, 1943. Died April 16.

RALPH OLIVERI, Laborer, Transportation Dept., New Haven Division. Born August 13, 1875, in Italy. Entered service February 20, 1917. Died April 15.

JOHN OLLRY, Freight Agent at Westport and former Relief Agent, Harlem River. Born September 6, 1876, at New York City. Entered service October 23, 1891. Presented Fifty-Year Pin December 22, 1941. Died April 6.

HARVEY WARREN PIERCE, Clerk, Transportation Dept., Boston Division. Born June 29, 1890, at Westboro, Mass. Entered service in March, 1910. Died April 10.

MANUEL PIVA, Gang Laborer, Boston Division. Born October 28, 1890, at St. Michael, Portugal. Entered service September 1, 1937. Died March 16.

JOSEPH ANDREW REISERT, Fireman, Maybrook. Born March 26, 1893, at New York City. Entered service October 20, 1915. Died March 29.

JAMES JOSEPH RICHMOND, Painter Foreman, B&B Dept., Boston Division. Born November 10, 1895, at Dundee, Scotland. Entered service August 9, 1918. Died April 8.

THOMAS SADLER, Machinist, Cedar Hill Engine House. Born November 1, 1906, at Sheffield, England. Entered service April 12, 1923. Disappeared December 29, 1942. Body found in Quinnipiac River April 10.

GEORGE THOMAS SHALLCROSS, of New London, Conn., retired Freight Flagman, Shore Line Roster. Born October 15, 1884. Entered service August 22, 1906. Retired September 26, 1942. Died February 8.

RICHARD HENRY SMITH, Car Inspector, New Haven Division. Born February 10, 1887, at Charleston, S. C. Entered service August 24, 1922. Died April 2.

TIMOTHY PATRICK SULLIVAN, Passenger Conductor, Bridgeport. Born September 28, 1890, at New Haven. Entered service March 6, 1906. Died April 13.

WILLIAM THOMAS SWEET, Clerk, Auditor of Freight Receipts, New Haven. Born March 20, 1885, at Niagara Falls, N. Y. Entered service March 21, 1918. Died April 24.

ASTOR A. WEAVER, retired Chief Clerk, Danbury Freight Office. Born March 17, 1860, at Danbury. Entered service December 12, 1889. Retired April 1, 1931. Died April 7.

We welcome to our force **Mary Duggan, Ann Laughlin** and **Rose Dziczek**. We trust **Mary Kelley** and **Theresa Dighton** will soon be back at work. They are out sick.

W. P. Sampson, Personal Clerk to the Freight Agent, has left for San Francisco. His vacation.

MARGARET FITZ GERALD

WORCESTER ENGINE HOUSE

The Engine House Bowling Teams completed their season with Team No. 1 the winner. **Fred Wood**, of Team No. 2, won high single and high average and **R. B. Biccum** won high three string.

Fred W. Peasley, Night Engine House Foreman, has applied for annuity.

E. W. POMEROY

PROVIDENCE ENGINE HOUSE

The following employees at Providence Engine House recently joined the Army: **Domenico T. D'Agostino**, Engine Washer; **Paul Devonis**, Mach. Helper; **Joseph B. Barbardo**, Laborer; **Joseph Markovitz**, Sheet Metal Wkr. Helper.

Geo. F. Keith, Boilermaker Foreman, is now taking lessons for hog calling on account of having lost his pig. He has had no luck in getting back his galloping bacon.

Prov. Engrs.' & Firemen's Assoc. Baseball team defeated the B&M Peepers Sunday, April 18, to launch the baseball season before 5,000 fans. There was music under the direction of Engr. **Mike Hession**. The first ball was thrown by Assoc. President Engr. **John J. Devine**. Pitchers Engr. **H. "Cannon Ball" Jencks**, Engr. **John "Barnacle Bill" Lackey**, Engr. **Jack "Gunboat" Buckley** and **Lefty "Pat" Meehan** allowed just four hits, while the Engr. & Firemen's Assoc. team crashed out 12 with Engr. **"Artie" Lewis**, shortstop, cracking out a three-base hit. Engr. **Chas. Greene** played a fast game at third. Engr. **Patty Desimon** and Engr. **Jack Moorhead** were perfect on double plays. Engr. **Fred "Flash" Merror**, Engr. **Herbie Getchell**, Engr. **"Fall River Joe" Williamson** played like champions that they are. Engr. **Roy "Bud" Fisher** was steady behind the plate. The umpires were Examiner **F. Russell**, Asst. Examiner **A. Carlson**, and Travelling Fireman **Bob Turner**.

Engr. **Ted Leaver** has decided to repair his Railroad. Bids for Work Train will be posted.

What, no gas! Engr. **Joe Fiske** and Engr. **M. Buker** are going to rig up a sail on their boats, with Fireman **"Willie" Shaw** and Fireman **"Willie" Plunket** as Helpers. If you plan a sail down the bay, see these boys. Nuff sed!

JOHN M. SULLIVAN

NORTHUP AVENUE

William H. Lockwood, Storekeeper at Northup Avenue, spent three weeks at Mayfield Mountain, Roland, Okla., following doctor's orders, and recently returned very much improved in health.

Following employees recently entered the Armed Forces: **Thomas W. Daly**, Car Inspector, Navy; **John F. Doyle**, Car Cleaner, Army; **Americo Apicerno**, Carman Helper, Army; **William Murray, Jr.**, Car Inspector, Army; **James R. Green**, Car Inspector, Army; **Wm. D. Fortinellis**, Car Inspector, Navy; **Walter R. Carpenter**, Carman Helper, Marine Corps.

JOSEPH M. CONNIS

PROVIDENCE DIVISION STORES

Roland M. Fraser, Jr., son of our Chief Clerk, is now in headquarters battery, 112th Coast Artillery, Anti-Aircraft Motor Patrol Pool, Fort Bliss, Texas.

William H. Lockwood, Storekeeper at Northup Avenue Shop, recently returned from a vacation with relatives in Oklahoma.

Among our recent additions to Charles Street Stores are **Louis Romano** and **Nicholas Renzi.**

Alice Abramson is now in the Union Sta-

tion office in place of Amy Brown, resigned.

James H. Lovell, pensioned Helper, a frequent visitor to the office, appears to be enjoying good health.

Private First Class Nelson Cormier, formerly Trucker at Charles Street Engine House, is now at Camp Breckenridge, Ky.

C. L. GALLIGAN

TRAFFIC DEPARTMENT

Boston, Mass.

The best of luck to William R. Teehan, Messenger, Passenger Department, recently inducted into the Armed Forces.

A hearty greeting to the following new employees in the Passenger Department: Miss D. M. Knapp, Clerk; Miss L. F. Brown, Messenger; Miss A. W. Seymour, Clerk; Miss K. Cotter, Stenographer; Helen G. Lincoln, Clerk; Miss A. L. Williams, Junior Clerk; June C. Pettingill, Office Girl; Dorothea Hopkins, Clerk; and Harold C. Foley, Stenographer.

Florence Bruno, Stenographer, Passenger Department, is on leave of absence to undergo a surgical operation. We wish her a speedy recovery.

Gordon Wallace, Special Service Clerk, Passenger Department, enjoyed a two weeks' vacation in Eastern Massachusetts.

Bon voyage and the best of good luck to Winifred M. Peck, Clerk in the Sales & Traffic Development Department, who has left us to join the SPARS.

Congratulations to Mr. and Mrs. Charles Griffin on the arrival of a baby daughter, Ann Elizabeth, March 26. The proud father is Chief Clerk in the General Traffic Agent's office.

On and Off-Line Offices

A cordial welcome to Mathilda A. Baum, new Clerk-Stenographer in the General Traffic Agent's office, Pittsburgh, Pa.

Edward Quinlan, son of Traffic Representative John K. Quinlan, of the District Traffic Agent's office, Philadelphia, has completed his "boot" training at the Naval Training Station, Sampson, N. Y., and has been transferred to the Naval Training School, Richmond, Va., with a rating of Fireman, 3rd Class.

Best wishes to A. R. Pound, former Chief Clerk in the General Traffic Agent's office at Pittsburgh, Pa., who was inducted at Fort Niagara, N. Y., March 10, and is now with the U. S. Engineers at Camp White, Oregon.

EDWIN J. FLEMING

REAL ESTATE DEPT.—BOSTON

Robert S. Johnson, Chainman, has joined the Sea Bees, U. S. Navy, and is now at Camp Peary, Va.

WALTER NELSON

BOSTON DIVISION OPERATING

Margaret K. Enos, daughter of Agent Walter Enos, Scituate, was just graduated from Boston University with a degree of M. D. and enters internship at Boston City Hospital. She ranked third in class standing for a period of four years.

The boys are glad to see Track Patrolman Elmer Nelson back at work after catching cold in Braintree Tower.

B. O. Sheehan, of Mansfield, owes his good work to the inspirational picture he keeps before him on the job.

Mrs. Y. E. Walker substituted while Chris Limerick was off sick.

Connie O'Connor, of Attleboro Tower, is training some new student Operators in the art of keeping trains moving.

Operator Harold Newcomb helped out at Williams during the increase of business there, while Michael Peppe assisted at Edwards, and gleaned some new facts on railroading and what have you.

Agent Leo Parent, Buzzards Bay, reports passenger receipts have increased 19% and freight 53% over a year ago.

Deputy Fire Chief and Signal Maintainer Milton Healy, of Buzzards Bay, discovered a $50,000 pre-dawn fire in a local business block.

Sgt. Edward Isacksen, son of Switchman Fred Isacksen, of Framingham, has been wounded in action in Tunisia.

Avis M. Watkins, daughter of Operator and Mrs. Charles Watkins, of Southboro, has graduated from the Army Officers' School in Des Moines, Iowa, with commission of Lieutenant.

Paul Gilbert, of Franklin, is some fisherman, proudly displaying an 18-inch trout to Charlie Sutton and your scribe, and to rub it in, he says, "this is just the start".

All good wishes go to Otis E. Sweet, Engineman, who is ill in the Milford Hospital.

Agent John Tigue, at East Weymouth, has exchanged his cat for a mousetrap, saying that the trap is easier to look after.

Operator Bobbie Taylor is industriously engaged in beautifying the landscape at Nantasket Jct.

Agent Joe Pepin, of Walpole, reports the passenger business has doubled and freight business tripled in a year.

Robert Stevenson, son of Agent Leonard Stevenson, Forest Hills, is with the Medical Corps in New Zealand. He is a talented musician.

Chief Clerk Bob Brown taking snatches of his vacation, being relieved by Byron King.

Florence Toner is being welcomed back after a short illness.

Howard Walker is welcomed as a new Operator, relieving Al Pratt, of Cotley Jct.

Stenographers Howard Cowdrey and Bill Cody have been welcomed back to work after release by the Army.

Track Patrolman Ray Allard, Franklin, has enlisted in the Sea Bees and was presented with a money belt, containing a sum of money, by his friends before leaving.

John Joseph Allen, son of Operator John Allen, of Franklin, and who used to work for the New England Tel. & Tel., is in the Signal Corps of the Army, and is a graduate of the Television Laboratories, while a daughter, Mary, is a Laboratory Technician in St. Clair's Hospital, New York.

Frances V. Hewes, daughter of Herbert Hewes, won honorable mention for an essay on "what we owe to Jefferson".

Sympathy to the family of Bill Allen, late Towerman.

Ernie Fraser, Operator, Taunton, has found an old receipt of the Old Colony Railroad dated July 31, 1883, for seven beams of yarn, received from Stafford & Co. at Barrowsville, signed by S. H. Bates.

HAROLD SHEEHAN

CREW DISPATCHER—BOSTON

The Crew Dispatchers' Quartet, composed of Carroll Battles, Walter Vaughn, Carl Anderson and the "Old Boy Himself," William B. Morck, is something worth listening to; real harmony in every way.

Retired Conductor George Richards is rapidly recovering from a severe illness, and we are glad to report that retired Trainman Edward Watkins, who recently fell, breaking two ribs, is also on the mend.

Our sympathy is extended to retired Conductor Thomas F. McCaffrey in the death of his daughter.

Ticket Collector Horace Parent has just received a snapshot of his son, Pfc. Robert T. Parent, taken under the sheltering palms in North Africa.

Trainman John P. Morse is very "chesty" these days; he is the father of an eight-pound boy.

The Crew Dispatchers recently received a V-mail letter from Private Alfred C. Falconieri from Iran. Alfred was a Plymouth Roster Passenger Trainman prior to entering the Army.

Walter Vaughn, Clerk in the Asst. Superintendent's Office, is again a "proud grandpappy." Dennis Anthony Vaughn was born March 28, and makes Walter's fourth grandchild.

Crew Dispatcher Fred ("Kit") Kittredge is also a "grandpappy," for the first time. Kit's three sons are in the Armed Forces and the youngest boy is in Africa.

Besides being an expert with a knife and fork, Ticket Collector Clifton P. Remick is an expert upholsterer. He is to be congratulated on the job he so willingly did in the Passenger Trainmen's Association Room, making old chairs look like new.

Corporal Ettorino F. Casciano and Marguerite C. Maguire were married on April 26, in Hyde Park, and Crew Dispatcher Frank O'Neil was the best man. Prior to his entry into the Armed Forces, Corp. Casciano was a Yard Conductor in the Boston Freight Terminal.

Conductor John S. Wright has been living the life of Riley in St. Petersburg, Florida, for the past month.

ALICE MURPHY

BOSTON FREIGHT TERMINAL

Congratulations to Mr. and Mrs. George Woolfson, who celebrated their 38th wedding anniversary April 18. George is our veteran Switchman on the 2-Yard cutoff.

Well, the boys at the Freight Terminal came pretty near to having a treat for themselves last month. Blake was all set to bowl Hartrey on the night of March 30. On the same afternoon that the match was to take place, Morcus Pistorino, Brother Hartrey's manager, insisted that there be an admission fee of 50 cents. Blake, who is perfectly capable of managing himself, insisted that there be no charge. Hence no match.

Received letters from Brakeman Mike Foley, in the Army in California, and our old Conductor, Jim Flanders, the fellow whom you read about meeting his brother accidentally in North Africa. Also received a letter from our good brother Clerk, Ed. Coakly, who is in a foreign country. Yes, we answered them all.

Glad to see Timmy Sullivan back on the switches at First Street after his recent illness.

Congratulations to Frank DeCola on his appointment as Local Committeeman for the Brotherhood of Railway and Steamship Clerks at First Street.

John McDonald, our Conductor of the Recent Burma Road, has bid in the Brown Hoist. Make no mistake about it, John is perfectly capable of keeping up with the old Horse.

The South Boston Yacht Club bowlers had their annual party and the life of the affair was none other than our old friend, Wally Burns.

Our Chairman of the Safety First Committee, Homer Sayre, gave all the Brothers something to talk about when he finished up with the item that we could never lick Hitler from the flat of our back on a hospital bed, the motto being: Don't get hurt!

Freddy Fullington, now a Field man for the B. of R. T., paid the boys a visit. Fred looked as good as the breath of spring.

We learn as we go to press that our last trick Clerk, Ernie Packard, has been inducted into the Armed Service. Good luck from all the brothers.

The population at Revere Beach has increased. Yes sir, Clerk Jim Brennan wearing a big smile and smoking a big cigar. You guessed it. Another girl. Congratulations!

From the many letters that I receive from Brothers in the Service, the one thing that they like to receive the most and best is letters. KEEP WRITING TO THEM, BOYS, AND KEEP THEM HAPPY.

It has been brought to our attention that we now have the third generation of the Walkers working at the Boston Freight Terminal. Frank Walker the 1st worked for years as a Switchman on the cutoff. Frank's son, Herby, is braking the two-yard job, and now Herby's son, Frank the 2nd, is clerking with the operating force.

DANIEL P. BLAKE

AGENT'S OFFICE

BOSTON FREIGHT TERMINAL

Congratulations to Mr. and Mrs. Tommy Henigan on the arrival of a baby girl.

Glad to report Billy Cavanaugh, of the Billing Dept., back after his illness.

Herbie Marshall, of the Over and Short Dept., is still confined to his home and we all hope for a speedy return.

Pvt. Johnnie Coakley is still stationed at Columbus, Ohio, and is in the best of condition.

Jim Manning and Bob Julian, of the Cashier's Dept., have returned feeling much improved.

Billy Gray, our genial pensioner, had a pleasant trip to Freeport, L. I., recently.

It looks good to see Steve McDonough back on the job in the Car Dept.

Jim O'Malley is still doing well at Syracuse, N. Y., in the Air Corps.

Our sincere sympathy to Helen McCaffrey in the loss of her sister.

Congratulations to Johnnie Ewing, taking over the new duties of Correspondence Clerk in the Inward Dept.

John J. Murphy, No. 2, in the Navy in San Francisco, says he enjoys reading ALONG THE LINE.

Charlie Carlin, of the Inward Dept., received many gifts and congratulations on the anniversary of his 50 years' service.

RECENT AWARDS TO THE FOLLOWING APPLICANTS: Louis Fox, Car Dept.; Mary E. Chippendale, Inward Dept.; L. H. Morgan, Rate Clerk, Outward Dept.; James Muldoon, Reconsignment Clerk; Mrs. Helen McLeod, Comptometer, Billing Dept.; Philemona D'Alessandro, Billing Clerk, Outward Dept.; Cornelius J. Kelley, Clerk, Car Dept.

OUR ADDITIONS TO THE ARMED FORCES: Arthur Borick, Henry M. Smolinski.

AUGUSTINE F. CALNAN

SOUTH BOSTON PASSENGER CAR YARDS

Our first girl to go into the military service is **Helen A. Fontaine**, at U. S. Coast Guard Women's Reserve, Hunters College, New York. Good luck, Helen.

Paul Morrison dropped in from the Great Lakes Naval Station, where he has just completed his basic training. He looked very good in his Navy Blues.

Another recent visitor was **Staff Sgt. Frank W. Baker** of the Tank Bn., Camp Bowie, Texas. He expects to go on desert maneuvers.

We were pleasantly surprised the other day when we had three visitors: **Sgt. George Cunningham, Pvt. Frank Burns,** who is in the same division with George, and also **Joseph Nee,** who is in the Coast Guard.

Congratulations to Carpenter **Patrick Magee** and **Margaret Kelleher,** who were married April 29. Mr. Magee has been in these yards since May 28, 1928, and Miss Kelleher (pardon me, Mrs. Magee) since September 4, 1942. Mr. and Mrs. Magee will reside in Dorchester.

Congratulations to **Robert ("Bob") E. Connolly,** Electrician, who is the father of a nine-pound baby boy.

JOHN F. McGUINNESS

MAINT. DEPT., BOSTON DIVISION

Helen T. Currie, who assumed duties of Timekeeper at our Electrical Department at Back Bay, February 8, was appointed Personal Stenographer at this office effective March 15, taking the place of L. F. McCann, who bid in position of Clerk in this office.

Corporal **John F. Hardy,** Timekeeper, is still at Camp Croft, S. C. His father, **John C. Hardy,** Clerk in this office, just recently heard from him and advises that he is well and likes his duties.

Seaman First Class **William Lentell,** son of Track Supervisor **G. W. Lentell,** Taunton, was home on a furlough from Gulfport, Miss.

K. F. RICHARDSON

NEW HAVEN R. R. EMPLOYEES CREDIT UNION

As of April first our assets were $601,853.55 with a total membership of 5664.

During the month of March we loaned to employees $126,000.00 to help pay the quarterly installment of their income tax and other financial obligations.

At the regular monthly meeting held April 13 the Board of Directors voted to invest $50,000.00 in Government Bonds for a total of $100,000.00 now invested.

We feel proud of our record in this respect, as should our employees, because after all it is their money we have invested. They and the Company deserve the greatest of credit for their wonderful cooperation.

FREELAND RUSH

THE BOSTON TERMINAL COMPANY

The Terminal Company recently sustained a loss in its personnel with the passing of **Allen MacIver,** Superintendent of the Power Plant, who died very suddenly following an operation on April 9, 1943. Mr. MacIver was born on January 3, 1878, entered service with the Terminal Company with the opening of the South Station in 1899, as an Oiler. He was promoted to the position of Asst. Eng. Sept. 20, 1902, made Watch Engineer in 1905 and was appointed Superintendent of the Power Plant in March, 1912. Mr. MacIver was graced with a wonderful personality and his loss is mourned by a host of friends and railroad associates.

Effective April 16, **John S. Greenhatch** was appointed Superintendent of the Power Plant to succeed Mr. MacIver. Mr. Greenhatch entered service with the Terminal Company in August, 1912, and was promoted to Asst. Supt. in July, 1920.

Congratulations to **Ticket Seller Currie** and **Mrs. Currie** on the recent birth of a beautiful daughter.

We are happy to welcome **Edward Naylor** back in the Ticket Office Accounting Department following his honorable discharge from the U. S. Army.

Ticket Seller **Cy Greene** spent the April 19 weekend holiday at his summer home in Duxbury. Because of inclement weather "Cy" was unable to begin his Victory Garden project but did spend considerable time in training his dog, a recent blue-ribbon winner. Cy also made many calls on members of the Myles Standish Associates with which organization he is connected.

Richard J. Powers, formerly employed in the Ticket Accounting office, has been promoted to an Interline Ticket Seller.

Pvt. F.C. Carl Bonifer and **Corp. Vernon Thompson,** furloughed Ticket Sellers, recently called on associates while home on furloughs.

Ten new Reservation Clerks have been recently added to the staff of the Reservation Bureau. They are, **Mildred Canavan, Anna Kelley, Alice LeHaise, Helen L'Brien, Catherine Grady, Grace Sweeney, Gertrude Garland, Louise Cain, Lillian Tansey** and **Margaret Landers.**

Mrs. Kerr, Reservation Clerk, recently said good-bye to her 18-year-old son, Edmund, who has entered the Armed Forces. In June, Mrs. Kerr will attend the graduation exercises at the Arlington High School to accept a diploma for her son.

Reservation Clerk **Janet Re,** who recently left to join the SPARS, was presented a purse at a dinner given in her honor at the Fox & Hounds Club, before she left for duty in the Coast Guard.

Quiet but efficient **Josephine Duba,** Reservation Clerk, surprised her associates by displaying a beautiful diamond solitaire. No date has as yet been set for the big day.

Mrs. Mildred Canavan, Reservation Clerk, received a lovely corsage and several letters from her husband, Capt. Canavan, a few days before Easter. Capt. Canavan for several months has been stationed at Guadalcanal and has been through several major engagements.

E. WELLINGTON MARTIN

READVILLE STORES

Bill and **Margaret O'Donnell** and son, **Louis,** are spending the week at Chapel Hill, N. C., where their son, **Edward,** is graduating from the Naval Air School.

The boys in the Storehouse have received letters from **John McLaughlin** and **Billy Vittorini,** who are now in North Africa.

The following employees have left the service of the Company to enter the Armed Forces: **Frank Barbuto, Gordon Waldron, John McAleese, Alexander McLeish, Pasquale Mariano.**

Lt. Mario Campanelli, on leave from the Medical Corps in Texas, visited us yesterday with **Corp. Peter Mariano.**

EDWARD R. FULTON

From our Family Album

General Foreman A. C. Meyer, at Readville Shops, lent us this picture of the Paint Department of Norwood Shops, taken July 7, 1896.